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HIGHROAD TO PEACE.

NEW YORK'S WELCOME TO THE PREMIER.

MOST REMARKABLE SCENES OF ENTHUSIASM.

APPEAL TO ALL NATIONS.

With New York growing increasingly excited as the hour of Mr. Ramsay MacDonald's arrival in the United States approached, there was never a shadow of doubt of the immense heartiness of his welcome.

The Berengaria steamed into the quarantine anchorage at about seven o'clock yesterday morning, and from that moment the British Premier was simply lionised. Sirens from scores of craft shrieked as the great liner came in under the escort of the light cruisers, the U.S.S. Memphis and the U.S.S. Trenton.

Hundreds of people journeyed down the bay in yachts and small steamers to watch the arrival and as these gathered round the big vessel the air resounded with cheers for the British Premier.

The official welcoming party, numbering sixty, went out on board the municipal tug. They included Colonel Stimson, the Secretary of State, Sir Esme Howard, the British Ambassador and Mr. J. P. Morgan, the famous financier.

On landing, Mr. MacDonald, accompanied by Miss Ishbel MacDonald and his party, proceeded in official cars to the City Hall, escorted by 200 State Troopers, and a detachment of Marines, with the famous Marine Band at the head.

All along the famous Broadway, the British Premier and his daughter had a most enthusiastic welcome from great crowds, who thronged the footpaths and filled the windows of the tall buildings, from which showers of confetti descended.

BRILLIANT SPEECH AT CITY HALL.

New York, Oct. 4.
The Cunarder liner "Berengaria" with Mr. Ramsay MacDonald aboard arrived at the quarantine station in New York at seven o'clock in the morning, being greeted by the blowing of sirens and aeroplanes circling overhead.

The official welcoming party, including Mr. H. L. Stimson, the Secretary of State, and Sir Esme Howard, the British Ambassador, went on board the Berengaria from a tug at nine o'clock, and they were followed by several smaller vessels bearing the delegations of various Societies who went out to meet Mr. MacDonald.

Amazing Reception.

The sirens of all the ships in Harbour shrieked a grand salute as the British Premier and his party proceeded up the bay on board the official tug.

Huge crowds lined the waterfront and the route to the City Hall, frantically cheering the distinguished visitors the whole way. Mr. Ramsay MacDonald and his daughter, Ishbel, were both obviously touched by the warmth of the welcome accorded them.

The New York newspapers, notably the Democratic papers, were most eulogistic of the British Premier in editorials this morning.

"A Board of Peace."

The British Prime Minister was met by an avalanche of journalists as the Berengaria docked, and he stated in a brief interview that "The United States and Great Britain are really appealing, by example, to all nations to gather round the Council of a Board of Peace, so that while cherishing their historical past, and engaging in all the healthy rivalries of genius, skill and work, they will remember the wider unities of humane civilisation."

At the City Hall, New York's civic reception took place and the Freedom of the City was conferred on the British Premier.

Mayor's Welcome.

Mayor "Jimmy" Walker said that the welcome given to Mr. MacDonald was as hearty as it was sincere and unusual. If Mr. MacDonald had come as an ordinary tourist he would, on account of his great office, have received a great welcome but the welcome was emphasised by the fact that his visit was on account of a mission filled with the promise of great and lasting peace to the world.

In reply, Mr. Ramsay MacDonald said he had come on a mission of peace. He had come to meet the President not to advance materialistic aims, but in past and certain to be still more powerful in the future, might prove great nations which could look beyond this fact, and pledge themselves that their two flags wherever the work of God had to be done in this world, should be flying side by side in the doing of that work.

World's "Road-Menders."

A description of President Hoover and himself as "road-menders on the road to peace," was one of the striking phrases in the course of Mr. Ramsay MacDonald's address to the vast audience at the City Hall.

The British Prime Minister declared that as the result of the "road-making" of President Hoover and himself, when "our children and grandchildren grow up and face the world, there will be one road, stretching unimpeded to the horizon—the road of peace and international understanding (vociferous applause)."

Britain United.

Mr. Ramsay MacDonald emphasised that he represented not only his mission to the United States, but the united nation of Great Britain.

A most remarkable ovation greeted the conclusion of his address.

The British Premier caught a Washington special express at 11.30 a.m.—*Reuter's American Service and British Wireless.*

Washington, Oct. 4.
Mr. Ramsay MacDonald arrived here this afternoon and proceeded direct to the White House. He has scored a most notable personal triumph both from the crowds in the streets, and from the Press.

Ishbel Bested.

Miss Ishbel cleverly parried the barrage of queries from about fifty girl reporters who sought her views regarding love and marriage.—*Reuter's American Service.*

London, Oct. 4.

Mr. Ramsay MacDonald's arrival in New York was broadcast throughout Great Britain and listeners heard most clearly the music of the bands, the hum of the aeroplanes, the cheers of the

THE BID FOR AMITY WITH SOVIET.

TEXT OF A PROTOCOL PUBLISHED.

ANTI-PROPAGANDA PLEDGE PROMINENT.

SIGNED ON THURSDAY.

London, Oct. 4.
The Foreign Office this evening published the text of the protocol of the Anglo-Soviet agreement, relative to the procedure for the settlement of questions outstanding between the British Government and the Government of the Union of Soviet Socialist Republics.

The protocol consists of nine clauses and reads as follows:

Mr. Arthur Henderson, the British Foreign Secretary, and M. Dvoglevsky, the Soviet Ambassador to Paris, having on instructions from their respective Governments entered into an exchange of views on questions connected with the settlement of outstanding questions, have agreed that the following questions shall be settled by negotiation between the two Governments:

Outstanding Questions.

Firstly, a definition of the attitude of both Governments towards the treaties of 1924; secondly, a commercial treaty and allied questions; thirdly, inter-governmental and private claims and counter-claims, debts, claims arising out of intervention and counter-claims; fourthly, fisheries; fifthly, the application of previous treaties and conventions.

The negotiations between the British Government and the Government of the Union of Soviet Socialist Republics with a view to the settlement of the above-mentioned questions shall take place immediately on the resumption of full diplomatic relations, including the exchange of Ambassadors.

The aforesaid negotiations shall be conducted on behalf of the Soviet Government by the Soviet Ambassador in London and on behalf of the British Government by His Majesty's Secretary for Foreign Affairs.

Joint Expert Committees.

The plenipotentiaries of the two Governments shall, if necessary, be assisted by joint committees, the members of which shall be appointed in equal number by each Government from among their nationals, whether officials or not, specially acquainted with the matters under discussion.

These experts shall report to each of the plenipotentiaries on the results reached in their joint examination of the respective questions and on the solution thereof which they suggest.

All agreements resulting from the negotiations between the plenipotentiaries shall take the form of a Treaty or treaties between the two Governments.

No Propaganda.

Immediately on the actual exchange of Ambassadors, and not later than the same day as that on which the respective Ambassadors present their credentials, both Governments will reciprocally confirm the pledge regarding propaganda contained in Article 16 of the Treaty signed on August 8th 1924, between Great Britain and the Union of Soviet Socialist Republics.

Simultaneously with the approval by both Governments of the procedure above laid down the British Government will take the decision to resume normal diplomatic relations with the Union of Soviet Socialist Republics including the exchange of Ambassadors.

Approval of Parliament.

The steps to be taken, as set out in the preceding paragraphs, including the decision concerning the establishment of diplomatic relations, will be brought for approval before the respective Parliaments (Continued on Page 14.)

London, Oct. 4.

crowds and the speeches at the City Hall, New York, where the ceremony of conferring the Freedom of the City was carried out.—*Reuter.*

ANHUI GENERAL EXECUTED?

SENSATIONAL REPORT FROM JAPANESE SOURCES.

CHIANG KAI-SHEK FIAT.

Shanghai, Oct. 4.
Sensational rumours are in circulation from a Japanese source to the effect that the Chinese Military Officer Commanding the troops in Anhui Province and the Civil Governor, General Fong Chen-wu, were imprisoned by Marshal Chiang Kai-shek immediately the news of the Ironsides revolt reached Nanking about two weeks ago.

As military officer commanding the 44th and 45th National Divisions, General Fong Chen-wu has under him something like 10,000 troops and he wields considerable influence in Nationalist military circles. (It is worthy of note that a British naval wireless message some time ago stated that Fong Chen-wu was in league with the Ironsides working for the downfall of the National Government.)

A later report states that General Fong Chen-wu was executed by order of Marshal Chiang Kai-shek in the afternoon of October 1st.

It is further stated that Anking and Wuhu, the two cities where the bulk of the troops of Fong Chen-wu were stationed, have been occupied by pro-Nanking troops belonging to the Sixth Division.

It is anticipated that the drastic measures taken by Nanking in executing Fong Chen-wu will materially help in suppressing the contemplated measures to start a revolt in Anhui Province.

CHINESE AVIATION MISHAP.

PLANE COLLIDES WITH A SAMPAN.

Canton, Oct. 4.
General Chang Wei-chang, the Director of the Aviation Administration, on Tuesday ordered a hydroplane to proceed from Nanking to Canton.

The plane left for Nanking on Wednesday arriving there at 3 p.m., but on the following day, while taking off from the river, it collided with a sampan. The machine received some damage, resulting in its departure being delayed.—*Canton News Agency.*

EX-KAISER RUMOUR DENIED.

NO INTENTION OF LEAVING HOLLAND.

London, Oct. 4.
Reuter's representative at Doorn has been authorised by the ex-Kaiser's administration to deny the report that the ex-Kaiser has any intention of leaving at the Hohenfels Estate, Coburg.

The ex-Kaiser stands by his frequent declarations that he will not return to Germany unless summoned by the German people.—*Reuter.*

PRINCESS ROYAL.

LATEST BULLETIN SHOWS IMPROVEMENT.

London, Oct. 4.
The following bulletin was issued at Marl Lodge this afternoon:—"The Princess Royal had several hours' natural sleep yesterday afternoon, followed by a fair night. There is some other improvement."—*British Wireless.*

SUMMER TIME ENDS.

CLOCKS IN ENGLAND TO BE ADVANCED ON SUNDAY.

London, Oct. 4.
British Summer Time ends at three o'clock (S.T.) in the morning of Sunday, and all clocks in Britain will therefore be advanced one hour.—*Reuter.*

KWANGSI MENACE NOW ENDED.

WUCHOW LOYAL TO NANKING GOVT.

20,000 MEN FROM NORTH AT WHAMPOA.

IRONSIDES' PROGRESS.

Canton, Oct. 4.
A naval message received here this morning advised that the Cantonese troops had entered Wuchow, and this was also asserted in information circulated by the Canton News Agency.

However, a later message says that the Cantonese troops have not yet actually taken over the city, but are expected this afternoon or tomorrow morning with a number of river gunboats.

The same message states that General Lui Woon-ym, who has just been appointed Governor of Kwangsi in Place of General Yu Tso-pei (whose sympathies are believed to be with the extreme left wing and with General Chang Fat-kwei) has declared his loyalty to the Central Government and is waiting to hand over the city to the Cantonese commander.

Ironsides Advancing.

An unconfirmed message from Chinese sources states that, contrary to the reports emanating from Government circles, the Ironsides are rapidly advancing through Hunan, with undiminished strength, practically unopposed.

They are reported to have taken the city of Paoking, which is within 220 miles of Wuchow as the crow flies, and only 120 miles from the Kwangtung frontier.

Whether this rumour is true or not, it is difficult to say, but there are certain indications in Canton that the situation is not so good as the Nanking and provincial authorities would have us believe. In fact, it may be said that a certain nervousness is once again apparent in official circles.—*Our Own Correspondent.*

Troops From North.

Information received in Hongkong by a passenger who came down from Canton by steamer last night shows that just as the river steamers were passing Whampoa at 5.30 last last evening, the long-expected troopships from the North were seen arriving.

Four big vessels and two smaller craft were passed, all flying the Chinese flag. There were three China Merchants steamers, the Kwangsi, the Kwangshai and the Too Nan; whilst the three other vessels, all registered at Shanghai, were the Shin On, the Wan Hsiang and the Yuan Ta.

20,000 at Least.

The troops were packed on board like sardines, and at a conservative estimate there must have been fully 20,000 men aboard the six vessels.

A number of gunboats were seen standing by, with large numbers of commandeered junks close at hand, and it looked as if the troops were to tranship to the junks and be sent immediately up the West River.

Loyal to Nanking.

Wuchow, Oct. 4.
The Kwangsi forces at Wuchow have declared their allegiance to the Central Government.

Canton troops are reported to have entered the city and to have arrested the representatives of Yu Tso-pei, the dismissed Governor of Kwangsi. No trouble occurred, and the city is quiet.

It now transpires that the Cantonese troops have not yet arrived, but they are expected very shortly. Lui Woon-ym has declared for the Central Government, and he now controls the city.

Good For Canton.

Canton, Oct. 4.
The most important news received here to-day is the announcement that Generals Yang Tang-hui and Lui Woon-ym have more or less definitely thrown in their lot with the National Government, refusing to join the insurgent

(Continued on Page 14.)

Bulls and Inners

From the Office Butts.

Now that the share market is more active, bowler-hats should go up.

Perhaps the new branch of the English Association will employ an inspector to pick up dropped aspirates.

The Three R's in Hongkong:—Roberts Raid Reds.

With its new motor-bus service, the Hongkong Tramway Co. appears to be on the right track.

"Americans speak better English than most Britons," says a professor. "G'wanousebigstiff!"

A French commentator says the British demands at The Hague were "painful extraction." Snow-dentistry!

The trouble with some landladies who promise cereal breakfasts is that they often have to stop at the first instalment.

We hear of an Aberdonian who intends giving his sweetheart a lipstick for her birthday. He knows he'll get it back.

People who dabble in electric companies' shares may easily get a shock.

By winning on Saturday, Leeds went to the head of the First Division. In other words, Leeds leads!

An archaeologist says ancient Egypt had an instrument similar to the saxophone. So there must which flew from Berlin to Japan, have been eight plagues!

New Definition:—A compromise is a decision arrived at by a husband who meets his wife halfway and then concedes the other half because she's only a woman.

[In a speech this week, Sir Henry Gollan pointed out that there was no such city as Hongkong, and therefore there could be no question of jealousy between Hongkong and Kowloon.]

How can we be jealous, when those who know tell us, That Hongkong as a city is not? We hope that Kowloon, Will not whimper nor swoon, When it finds that it's wasting its shot.

For it must be annoying, Invidious employing, To find that the target's non est, just get bows!

For if we're not a city, It's a folly and pity, To sling us rude comment and jest.

The fact is we're not, And it's all too my rot; Though we may be a city of dreams.

But the sad disillusion In a recent effusion Proves Hongkong not to be what it seems.

This week's cinema sub-title:—She was so crazy about antiques, girl's mother.

We pardon the local angler for Spoonerising the term "Bank Rate."

A contemporary refers to "No! Dr. Fawcett." We understand that this is a Polytechnic contraction meaning "no fear."

Herbert Field hit a high spot should not learn to swim. She who "points ecstatically" She teach her again when she's about must be a bit of a loud speaker!

This Week's Paradox:—Wharves. A London tennis club has given are not only being laid down but up Sunday play because of popular objections. The game was worth the scandal, evidently.

As Drake might have said, "Let's finish this game before we face the Spanish onions at the Peninsula."

Mary had a little lamb (According to the menu). But the very first bite convinced her, quite.

'Twas the oldest mutton she wife to rest her chin as long as knew.

We must have a medical officer of health.

And he must know his job to perfection. For to be free of ills is the best form of wealth.

And saves us from fear and dejection. Here out in the East, One drawback, at least, Is the risk we all run from infection.

Though our M.O.H. Has his D.P.H., He's prevented from giving direction.

His job is not to reason why, Conditions should be bettered; But take his pay and wink his eye.

Like other puppets fettered, So when Hongkong he leaves behind;

And sees the sailors "morse" it, He'll know at least he spoke his mind. Alas, he couldn't Fawcett!

It's terribly hard to keep servants these days.

A Kowloon lady says there are too many of the non-stop variety about.

The trouble with lawn bowls is that you often can't see the jack for the woods.

We wonder no-one has referred to the Schneider Cup winners as strong Solent men.

A writer refers to the "deep" of the saxophone. So there must which flew from Berlin to Japan, have been eight plagues!

A play entitled "Cauliflower" has been produced in America. A man was fined for throwing a brick at a cricket umpire. His plea: that he dozed off, and woke up thinking it was a football match, was not accepted.

It seems that if the Government will not move, one cannot force it.

Apparently Hongkong's newest association is not to be without special attractions. One of the lectures is to be on "English in the Army."

Some people get spoons. Others get bows!

The Chief Justice has not announced the subject of his address to the English Association. It is rumoured that it will be on "Sentences I Approve."

President Hoover is said to have cut down the amount of presidential hand-shaking by half. We must hand it to him for that.

"Bachelor"—The best matrimonial agency we know is the she married one.

The perfect hostess never Spoonerises the term "Bank Rate."

The latest name in the Shanghai telephone directory is Zzyzx. We could have sworn we got on to stand that this is a Polytechnic contraction meaning "no fear."

"Mumsey"—No, there's no reason why your little girl of four should not learn to swim. She who "points ecstatically" She teach her again when she's about must be a bit of a loud speaker!

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CORRESPONDENCE.

Our University.

[To The Editor of Hongkong
Telegraph.]

Sir,—According to the recent Budget speeches, both the Governor and the Hon. Mr. Shenton are agreed that more should be done for the University of Hongkong by way of monetary grants, so that the high standard of work therein can be maintained. With this sentiment I am in entire accord. However, it has occurred to me that there is another channel through which the Arts Faculty will benefit and which deserves mention as it, if explored, tends to popularize our University.

The Law Society in London grants two years' exemption from the five-year articles of the graduates of certain Universities who intend to follow the so-called "lower branch" of the legal profession. The requirements for the B. A. degree here are high; but graduates intending to be articulated locally are not granted any exemption by the Law Society of Hongkong. Inasmuch as Group V of our Arts Faculty Course include Jurisprudence and Commercial Law, I think it is becoming that the exemption of two years referred to should be granted to graduates who pass in these subjects in their B. A. final. At present a graduate of Hongkong starts on the same footing in a legal office as another articulated clerk who merely scrapes through his Senior Local. After all, we must show a little consideration towards the graduates of Hongkong.

TO-NIGHT'S CONCERT.

PROGRAMME AT THE POLICE
RECREATION CLUB.

The following is the programme of the concert to be given at the Police Recreation Club to-night:
(1) March Heroique, "Szabadi." (Massenet). Played by the band of the 2nd Battalion, King's Own Scottish Borderers.
(2) Overture, "William Tell" (Rossini). Played by the band. Solo, oboe, Musician W. Robinson, solo flute Musician A. McKenna.
(3) Song, "Roses of Picardy" (Wood). Mrs. O. C. Womack.
(4) "Songs and Dances of the Homelands." Selected and arranged for military band by Bandmaster W. H. Fitz-Earle A.R.C.M.
(5) Highland Dance, "The Argyle Broadwords" by the pipers of the King's Own Scottish Borderers.
(6) Humorous songs, "He's Not Old Enough to be Old" and "Himazas," sung by Mr. V. C. Labrum.

Interval.

(7) Miserere Scene from "Il Trovatore" (Verdi). Played by the band. Solo clarinet, Band Sergeant G. Ware; solo cornet, Musician H. Latimer.
(8) Character sketches by Mrs. F. Bunje.
(9) Piccolo solo, "Pica-roon" (Brewer). Played by Musician A. McKenna.
(10) The Reminiscences of Tchaikowsky (arranged by Dan Godfrey junr.) Played by the band.
(11) Folk Songs, "Believe Me" (Moore) and "Drink to me Only" (Old English), sung by Mr. R. McA. Keown.
(12) Grand Scottish Fantasia, "Blue Bonnets o'er the Border," God Save the King.

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CANTON WIRELESS.

GRAMOPHONE OUSTED BY
BROADCASTING.

Dealers in gramophones are experiencing a pretty severe slump in their line as a result of the introduction of radio broadcasting in Canton, the novelty of the new form of entertainment attracting an increasing following to the detriment of gramophone sellers.

Even up to the early part of the present year the gramophone held undisputed reign as king of home entertainment. With the completion of the broadcast station in the Central Park, however, the novel experience of hearing voices and music with the aid of a box of tricks and a few wires strung across the roof, soon caught and held public attention and interest. For a short while the benefit of radio remained the monopoly of the rich as receiving sets offered for sale here were of the intricate, expensive sort.

It was not long, however, before commercial enterprise brought in the cheap sets in which simplicity is the keynote, selling at prices which made them available to the public. Ten to \$15 would buy a set good enough to gather in the waves emanating from the Central Park aerials; and radio reception as a pastime became a permanent fixture in Canton's list of home amusements.

Price Tells.

The cheapest gramophone sells at a price somewhere between \$20 and \$30. The gramophone itself is incomplete; records have to be acquired. Records cost money, and one soon tires of hearing the same song or music.

The radio set, however simple its construction, is a complete unit; barring batteries to supply the electrical energy there is nothing to buy to keep the thing working. As long as Central Park station went on the air there was music to be had for the trouble of turning a few knobs.

The competition was a one-sided one, and the gramophone in short order became a back number with the masses.

Business Getting.

Merchants in other lines have unconsciously been helping to apell the doom of the gramophone. Quick to realise the advantages of attracting the public to his doors, the Chinese merchant has been making free use of the gramophone to induce the passer-by to halt, and then peer into his shop. The gramophone had, however, become a common, everyday affair, of which nobody took any notice. Music on the other hand, of no visible origin, not only attracted but aroused an insatiable curiosity on the part of the passer-by to solve the mystery and so, a radio loud-speaker, cunningly concealed on the premises, or sometimes outside the door over the sidewalk, never fails to hold a big crowd of idle sight-seers with resulting custom to the shop.

Restaurants and tea-houses have also adopted the radio set as a means of attracting customers. Central Park broadcasts during the tiffin hour and also during dinner hour. With music free for the asking to enliven the usual staid atmosphere, radio programmes now form a regular part of the tea-shop meal. A survey of these establishments, conducted unobtrusively, showed that where the radio has been installed, there was to be found the bigger crowd.

In some parts of the city now gramophones are offered at approximately half their usual prices just because there is no demand for them. Dealers would be glad to break even on their stocks, particularly on the more expensive models. The cheapest grades continue to sell, but not anywhere like on the usual scale.

And so, perhaps, the advent of the radio is, right in our midst, spelling the doom of the gramophone as far as sales in Canton are concerned.—Canton Gazette.

MANCHURIA WAR.

SOVIET TROOPS ATTACKING
MANCHULI AGAIN.

Shanghai, Oct. 4.

A report from General Chang Hsueh-liang was received at the Nanking Foreign Office yesterday confirming the news that the Soviet troops at Manchuli have again resumed their offensive and attacked the Chinese defence line with their heavy artillery.

In view of the present action of the Soviet troops, the Nanking Foreign Office has wired an instruction to Mr. Chiang Taping, Chinese Minister at Berlin ordering him to make a strong protest to the Soviet Government through the Soviet Minister to Germany against the continued action of the Soviet forces on the Chinese frontier; and demand that the Soviet Government should be held responsible for all damage suffered by the Chinese.—Nam Chung Po.

Biggest Battle to Date.

Harbin, Oct. 4.

The Sino-Soviet clash of October 2 was one of the worst thus far.

Soviet planes made three separate attacks on Manchuli, dropped six bombs and machine-gunned the Chinese.

The Chinese authorities in a statement declare that the clash originated in an attack by the Soviet on the evening of October 1. The severity of the fighting abated on the morning of October 3, but the Soviet resumed the offensive with redoubled vigour in the afternoon.

Owing to the seriousness of the situation in the Manchuli vicinity, the customs officials and residents left for Hailar, though tranquillity was restored in the evening, when the "adamant" defence of the Chinese troops forced the Soviet forces to retreat.

The statement puts the casualties of the Chinese troops at two hundred dead, while the Soviet forces are believed to have heavy losses.—Reuter.

SIND RELIEF FUND.

ADDITIONAL DONATIONS
ACKNOWLEDGED.

The Secretary of the Sind Flood Committee announces the following donations to the Sind Flood Relief Fund: Mr. O. G. Chhatlani \$51, Shops' Charity Boxes \$73.13, Mr. Bishandas \$5, Messrs. Lee Yuen Chung \$20, Messrs. J. M. Alves \$10, Mr. R. Soonderam \$10, Mr. S. Soonderam \$10, Sirdar Mohindar Singh \$5, Khan Sahib Nawab Khan \$10, \$194.13. Previously acknowledged \$2,609.20, making a grand total of \$2,803.33.

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Don't take risks. The antiseptic vapours liberated by Evans' Pastilles quickly kill the germs that live in the "danger" byways of the nose, throat, and chest, soothing the inflamed parts. Doctors strongly recommend them.

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TONIC WINE

"It must do you good"

A course of "ENERVIN" will restore to you that healthful energy that you need to meet the stress each day in modern life.

Obtainable at all
Licensed Stores.

"Below par"

If you are run down
and far from well—
try SCOTT'S
Emulsion.

It builds up the body
keeps the lungs and
tones up the system.
Ask for

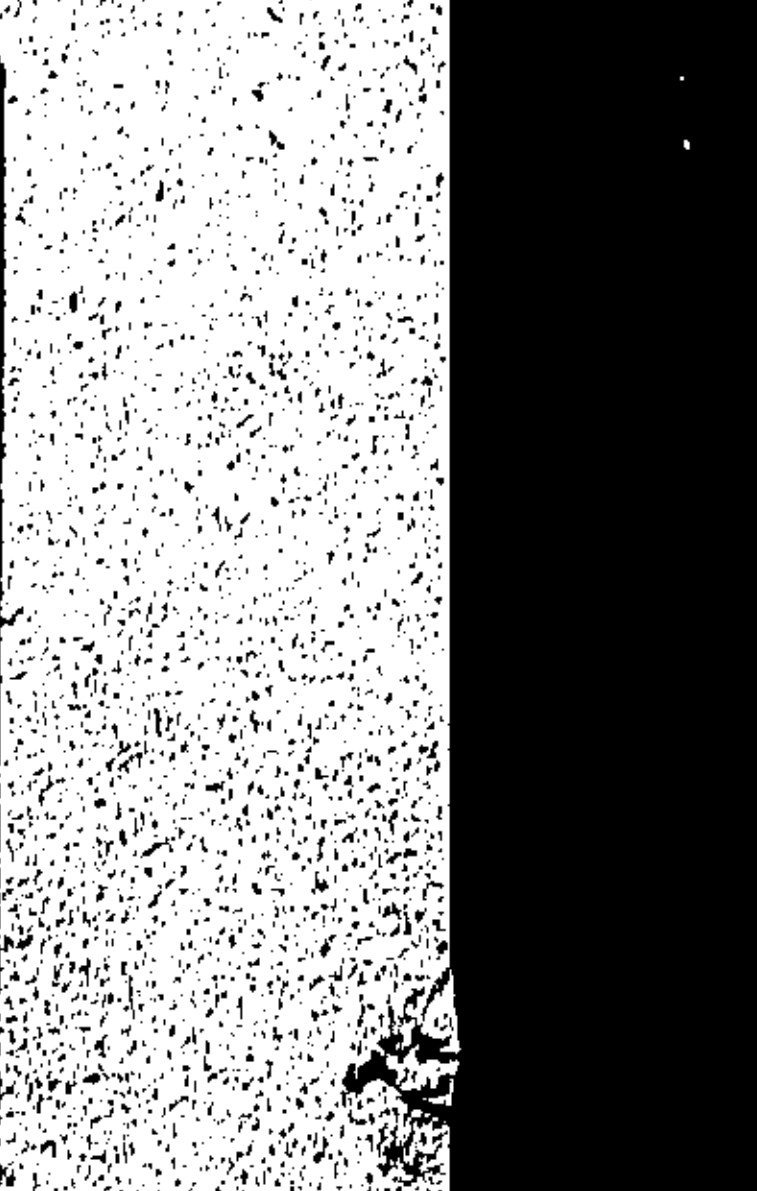
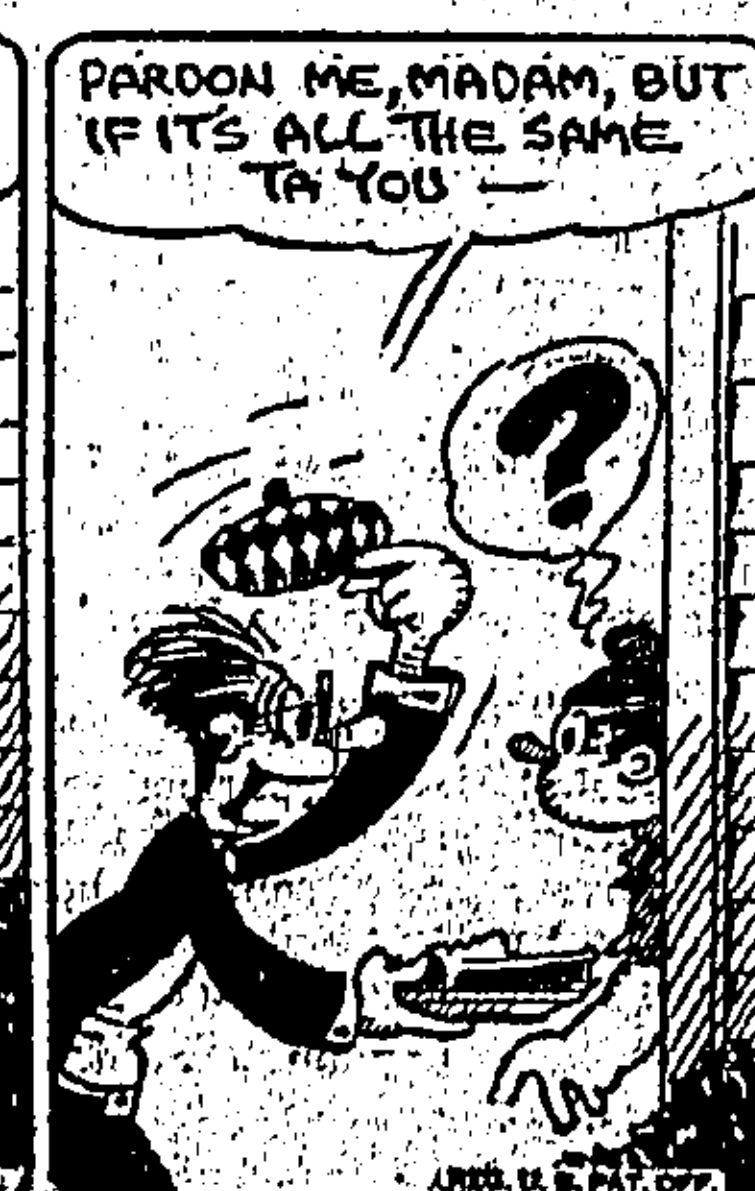
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Emulsion
The protector of life



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Suit Yourself, Sam!

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IT HAS
THE PRE-WAR
FLAVOUR!**



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Acid Stomach. Flatulence.
Nausea. Indigestion.
Auto-intoxication.

Obtainable in Tablets and Powder.
From all Dispensaries and Stores.

DANTE KNEW

"How salt the savour is of others' bread," said Dante, "and how sad a path it is to climb and descend another's stairs." Let Life Insurance—poverty's greatest enemy—protect your loved ones and also provide for your own dependent years.

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**MANUFACTURERS LIFE
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ALLEGED ASSAULT.

A CHINESE REVENUE OFFICER CHARGED.

An allegation of assault on an employee of the China Travel Service was brought against a Chinese Revenue Officer before Mr. T. S. Whyte Smith at the Kowloon Magistracy yesterday afternoon, the date of the incident being given as the afternoon of September 11.

Mr. M. K. Lo appeared for the prosecution while Mr. J. M. Remedios represented the defendant. Mr. B. C. K. Hawkins, Assistant Superintendent of Imports and Exports, and Chief Preventive Officer Clarke were present in Court watching the proceedings in the interest of their Department.

Outlining the case for the prosecution Mr. Lo said that the complainant was an employee of the China Travel Service, which name however would probably convey very little to his Worship, but he (Mr. Lo) was told that the China Travel Service was started over ten years ago in the North of China while the branch office in Hongkong was only opened last year.

Mr. Lo explained that the service catered for the public in much the same way as Messrs. Thomas Cook and Son. They got their business from steamers, looking after the passengers' comfort, etc.

On September 11 the company in Hongkong received information that a lady was arriving from Shanghai with printed matter for the local branch. As was usual the complainant, together with various foks, went to meet the steamer and this lady in particular. When the lady was met she handed over the literature to the complainant who in turn handed it to one of the foks and the party went down on to the wharf.

In accordance with what might be called a general practice or custom the things were placed alongside the wharf for examination before they were transferred to a junk or boat to be taken to Hongkong.

Continuing, Mr. Lo said that the party was followed by Revenue Officer No. 73, who was the defendant in the case and he asked the complainant for some tea money. The complainant said that he saw no reason why he should give the defendant any money and refused to do so. He told the defendant that he could search the luggage, which was done.

The luggage consisted of books printed in Shanghai and were all about the activities of the China

Travel Service. Mr. Lo supposed that they were for redistribution in Hongkong.

When the search was finished, proceeded Mr. Lo, the defendant deliberately tore two of the books. The complainant remonstrated with him and said that he could search the luggage but could not deliberately destroy or tear the papers as he (the complainant) would get into trouble for the damage caused.

The defendant, according to Mr. Lo, replied "I have assaulted everyone except you and I will give you a taste of my fist." The complainant was then struck over the eye and in the chest. He was knocked over and fell on to a truck. He was in great pain and left the whole of the work to his foks while he returned to report the matter to the office. The office was then closed and the following morning he was sent, after seeing his employers, to Dr. C. Y. Wan for examination.

Defendant Identified.

Later the complainant went to see his solicitors who communicated with Mr. J. D. Lloyd, Superintendent of Imports and Exports, requesting the name of the revenue officer, whose number was stated to be 73. Mr. Lloyd replied asking if the quarrel was a private one or whether the incident arose during the course of the man's duties, as the Department would want to be represented at the hearing if the affair was not a private quarrel.

Mr. Lloyd also suggested that as Chinese frequently made mistakes in numbers an identification parade should be held. A parade was accordingly conducted and the complainant without hesitation picked out the defendant.

Mr. Lo said that he would submit if his Worship convicted that an assault on a member of the public by a revenue officer or a police officer should always be regarded as a serious offence. Revenue officers, like Police officers, were the guardians of the public and if an assault were proved they would be regarded with discredit and disgust by the public.

Mr. Lo produced the medical certificate which he said Mr. Remedios was prepared to accept without formal proof by the doctor. Referring to Mr. Lo's comments his Worship mentioned that an assault by an officer was more serious if it were committed without provocation. On the other hand if there was provocation, as in the case of arrest, he would say that a blow by a policeman was probably more justified.

Mr. Lo said that he was sorry to hear his Worship say that. He

AFFILIATION FEES.

LABOURITES DISCUSS DOUBLING PRESENT LEVY.

London, Oct. 4.

Miss Susan Lawrence was warmly congratulated at to-day's final session of the Labour Party conference, on her selection by the new executive as the chairman for the next conference. She is the first woman to hold the post.

The standing orders committee ruled as out of order four resolutions on disarmament.

The resumption of the debate on the revised constitution saw much opposition for the proposal that local Labour parties pay an annual affiliation fee of fourpence per member, compared with the previous twopence. Finally the executive agreed to make the fee threepence, experimentally, for one year.—*Reuter*.

agreed with his Worship to the extent that policemen or revenue officers were all human and there were occasions when one could not restrain oneself. He agreed that the seriousness varied according to the provocation but he thought that officers should not give way to their feelings.

As far as the present case was concerned Mr. Lo mentioned that there was absolutely no reason for aggravation at all.

The complainant in evidence mentioned that the boat he had gone to meet was the D'Artagnan, the lady passenger being Mrs. Tong. When the defendant had searched the parcels of books he mentioned that he did not have to wait for a "lucky" day to assault the complainant.

In cross-examination the complainant denied that he pointed a finger at the defendant and accused him of being a dog to the foreigners. It was not on this account that he was pushed by the defendant, causing him to fall on a truck.

After further evidence the case was adjourned till Friday the 18th inst.

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"TRIUMPH"
the Motor that never fails you

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The New Season's Hats are now in full display at SINCERE. A splendid collection which offers a great variety to choose in styles and colours. Snap brim, plain or small satin bound border, buffy and grey—everything in tune with time. All come from the world-known hat makers—Stetson, Borsalino, Hardmann, Townend, Pelican, Ellwood and Son, etc.

Inspection Welcome

THE SINCERE CO., LTD.

Frigidaire



WHETHER IT
BE THE BABY

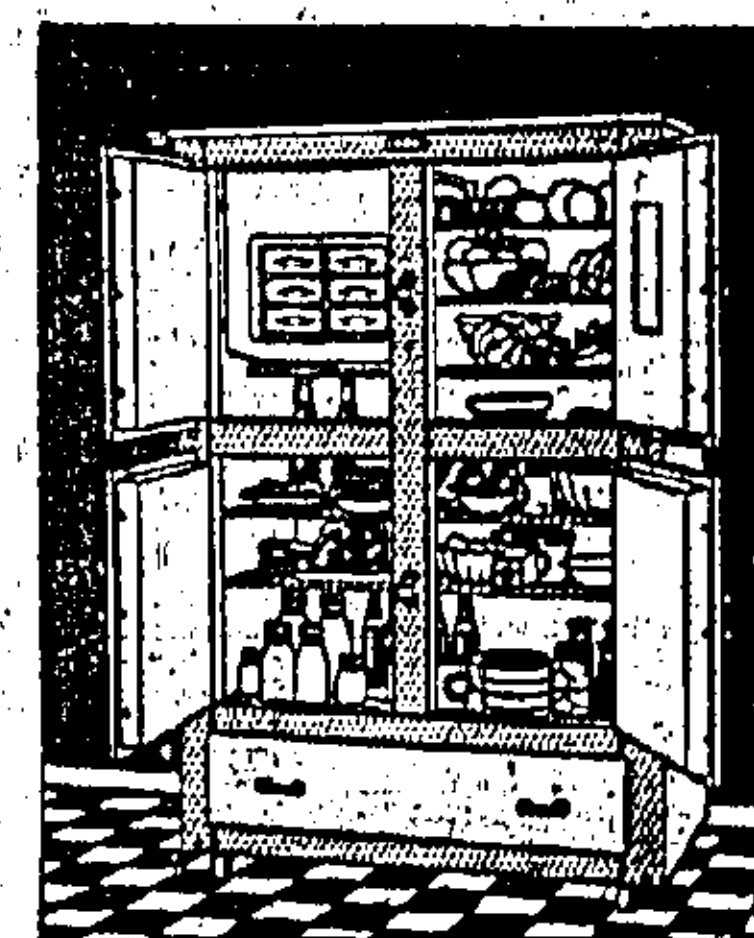
AP-4

OR THE ROOMY

AP-18

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THE MODEL
TO SUIT
YOUR
REQUIREMENTS.

ALL ARE
EQUIPPED WITH
THE NEW
EXCLUSIVE



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"ITALIT" CORRUGATED ASBESTOS-CEMENT SHEETS

The Ideal roof above your head

SAFE

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The Greatest Bird Act of
the Century!

TORCAT'S ROOSTERS

A "Troupe" of 60 game fowls in
a riot of comedy, eccentricities
and acrobatics!

with

"COCO"

The only rooster comedian in the
history of the stage!

Commencing

TO-DAY

At the

STAR THEATRE

PRICES:

At 2.30 p.m. \$1.00 & 60 cents
5.30 p.m. \$1.00 & 60 cents
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Distinguished Service

Brings Rewards to People—
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Parker Duofold helps people beat the
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And as with this pen, so it is with
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A pen with an Over-size barrel
made of Non-Breakable Permanite in-
stead of rubber, as formerly. Its point
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See this distinguished pen at the
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WOMAN'S WORLD

FOR OUR LADY READERS.



Moire silk retains its pride of place this season, and is especially lovely, in a soft, periwinkle-blue tone, for a simple evening gown. Note the tunic line of this model, with rows of fine shirring suggesting a broad three-quarter belt at the waist.

New Shoes.

QUIETER SHADES NOW IN
VOGUE.

An "unofficial" fashion council, formed by experts representing dyers, textile manufacturers, and leather tanners, has now reached agreement after many inquiries on what are likely to be the predominating colours for women's boots and shoes this autumn.

The results show clearly that the trend of fashion is towards much quieter colours, with a strong leaning in the direction of browns, for which the tanners are providing a series of shades called beechwood, sierra, prado, and chocolate brown.

Other colours to be used in women's shoes will be:—Autumn green, a beautiful copper green, and a great improvement on bottle green.

Chianti red, a delightful rich russet red.

Nautical blue, navy blue with a grey shimmer. Particularly suitable for those who cannot wear navy blue.

Antique purple, a colour similar to the purple of a grape with the bloom on it.

Bluegrey, a cross between steel blue and grey.

It is considered that this range of colours, in addition to black and the reptile skin shoes, will meet all requirements for blending with and matching the corresponding autumn shades being used by the textile manufacturers.

The Modern Bungalow.

HALL AND BATHROOM.

The modern bungalow presents a new problem in decoration. It demands, not six colour-schemes for six rooms, but one harmonious scheme for the whole house. The lack of long corridors and staircases makes colour-unity essential. Open the white-enamelled, brass-knocked door of one picturesque, red-brick bungalow, and you find a small, square hall, with corridors running under arched openings at either side. Daylight filters softly through a stained-glass skylight on white walls panelled in bright, clear blue, banded with dark wood. Floor and workwork are almost black, but an Indian rug echoes the blue tone of walls with variations in yellow and black. From the centre of the skylight hangs a brass lantern with stained-glass panels. This may be operated from either corridor or from the front door.

A quaint mirrorless hall-wardrobe takes place of honour, and beside it a reproduction antique chair, cushioned in buttercup-yellow strikes a sunny note. Opposite the hall door a black-framed, curved-topped mirror gives an illusion of light and space. An original touch is afforded by the big yellow water-lilies and bull-rushes painted on the glass itself. A brass plaque on the third wall, and a smaller one near the end of each corridor complete this charming Dutch-flavoured hall, which strikes the cheerful, colourful note so characteristic of the modern bungalow.

Pass under the left archway, open the first door and find yourself in the bathroom, blue-walled

An Unbreakable Mirror.

There are many folks who would rather go through an entire holiday minus a hand mirror than risk seven years' bad luck by breaking a looking-glass in a trunk or suit case. Such a superstition is thoughtfully provided for in a new travel mirror which is unbreakable, since it is made of highly-polished metal. The first of all mirrors was made in this fashion, and we moderns are surprised to find how excellent a substitute metal may be for glass. This travel mirror may be used by the handle, or, alternatively, it may be hung. It is also provided with a case of moire silk to protect its burnished surface when packed.

like the hall. A narrow yellow and black check border tops the enamel and is repeated round the tiny-frosted window with its deep sillions shelf for bath-soaps and boxes. Yellow and black gingham curtains, a blue-enamelled stool, towels, and bath-mats checked yellow or blue or white, and a blue and yellow washable rug on the black and white linoleum are the obvious choice in accessories—but prove most successful.

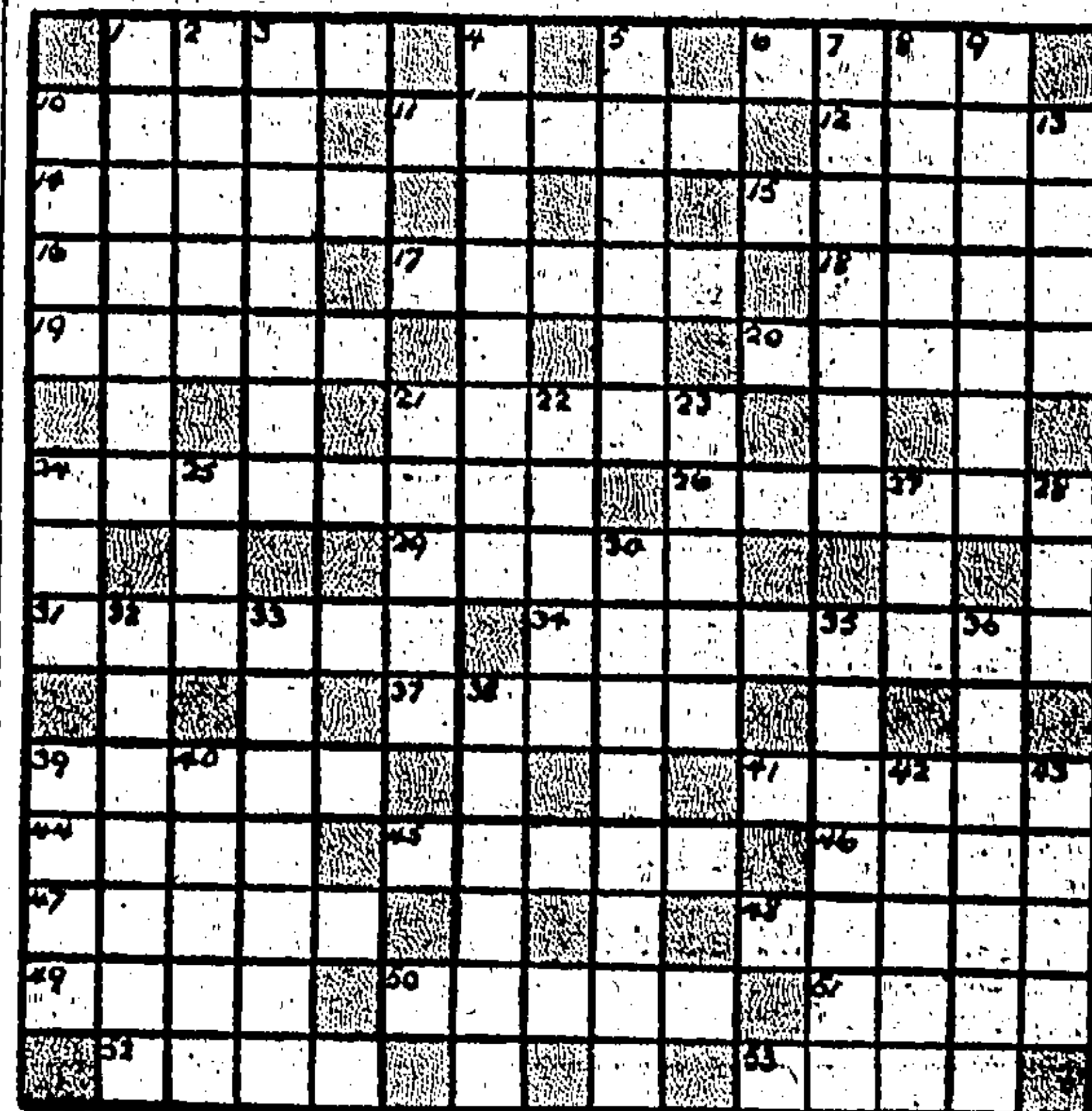
Next door is a linen cupboard. There is a built-in chest for blankets, and above, a nest of giant pigeon-holes fitted with down-drawing wooden flap-doors, and each labelled with the name and number of its contents. As the cards are of the washable ivory variety, taking a linen-inventory is only a matter of minutes, especially as an adjustable light flashes on when the door is opened. Given a fair-sized cupboard, a modest imitation of this luxury is within the reach of every housewife.

The modern bungalow is well worth study, if only for the house-beauty and labour-saving hints which may be gleaned from every carefully-planned corner.



A graceful evening gown in parchment tulle broche showing a pattern in shades of blue and gold. The skirt draperies are drawn into the shirring that deftly moulds the bodice, lending a very gracious line to the whole.

OUR NEW BRITISH CROSSWORDS



Across

1 American coin.
6 Venomous snakes.
10 Sharpen.
11 Argue in support.
12 Tube.
14 Bury.
15 Threading instrument.
16 Fastened.
17 River transport.
18 Taverns.
19 Small writing.
20 Opposed to cathode.
21 Disturbances.
24 Thrashing.
25 Like sounds.
29 Harmonise.
31 Made of reeds.
34 Hermits.
37 Decoction of barley.
39 Saltpetre.
41 Systems of eating.
42 Ireland.
45 Ground corn.
46 Vetch.
47 Aquatic animal.
48 Deadly.
49 Girl's name.
50 Beneath.
51 The lime-tree.
52 Writing table.
53 Threefold.

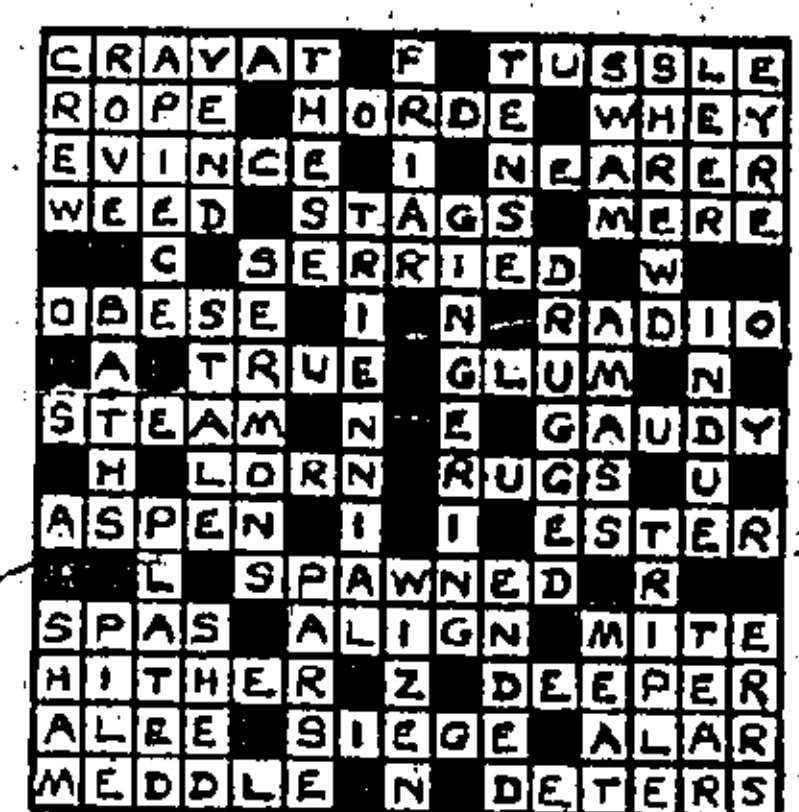
Down

1 Cone-shaped.
2 Go in.
3 Requiring.
4 A running of blood.
5 Vegetable.
7 Splinters.

8 Musical instrument.

9 Measure of yarn.
10 Strikes.
13 Otherwise.
21 Laughing.
22 Fabulous monster.
23 Bright.
24 Distant.
25 Mineral substance.
27 Rest on a seat.
28 Distress signal at sea.
30 Obliterations.
32 Striped.
33 Weeds.
35 Copy.
36 Got in a train.
38 Large isle.
39 Serf.
40 Designation.
42 Consumer.
43 Vend.

Yesterday's Solution.



WHY NOT COME IN TO-DAY?

TO SEE OUR SPECIAL BARGAINS

CREPE DE CHINE UNDERWEAR

3-Piece Sets ... only \$14.75
Crepe de Chine Embroidered Pyjamas ... only \$7.50
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FRECKLES AND HIS FRIENDS

A Clue at Last!

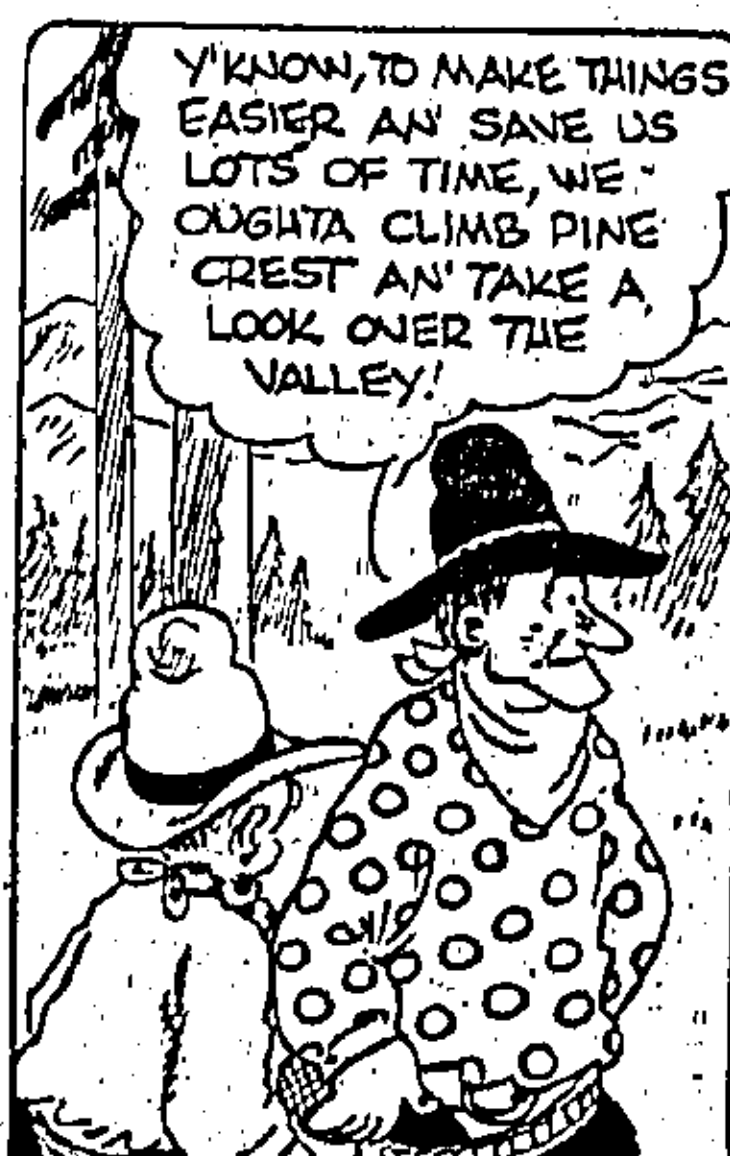
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Cream etc. etc.

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BAN AND FRECKLES
ARE GETTING
DEEPER AND
DEEPER INTO
DARK CANYON.
IN SEARCH OF
TAGALONG, WHO
WAS KIDNAPPED
FROM THE TRAIN
BY VAN, A DIS-
CHARGED FOREMAN
OF UNCLE HARRY'S
RANCH—UNCLE
HARRY REMAINS
AT BAR O,
CONFIDENT OF
LEAVING THE JOB
IN DAN'S
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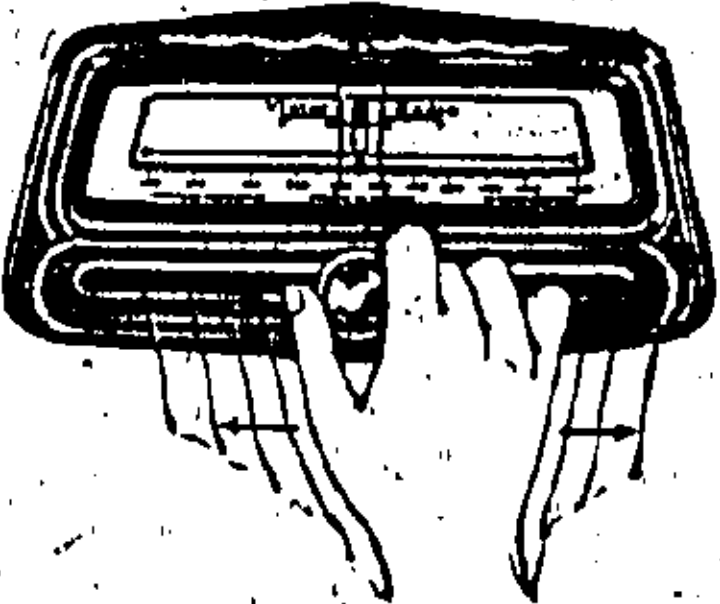
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Victor startled the World

Super-automatic radio tuning. Just slide the knob—you have the station you want!



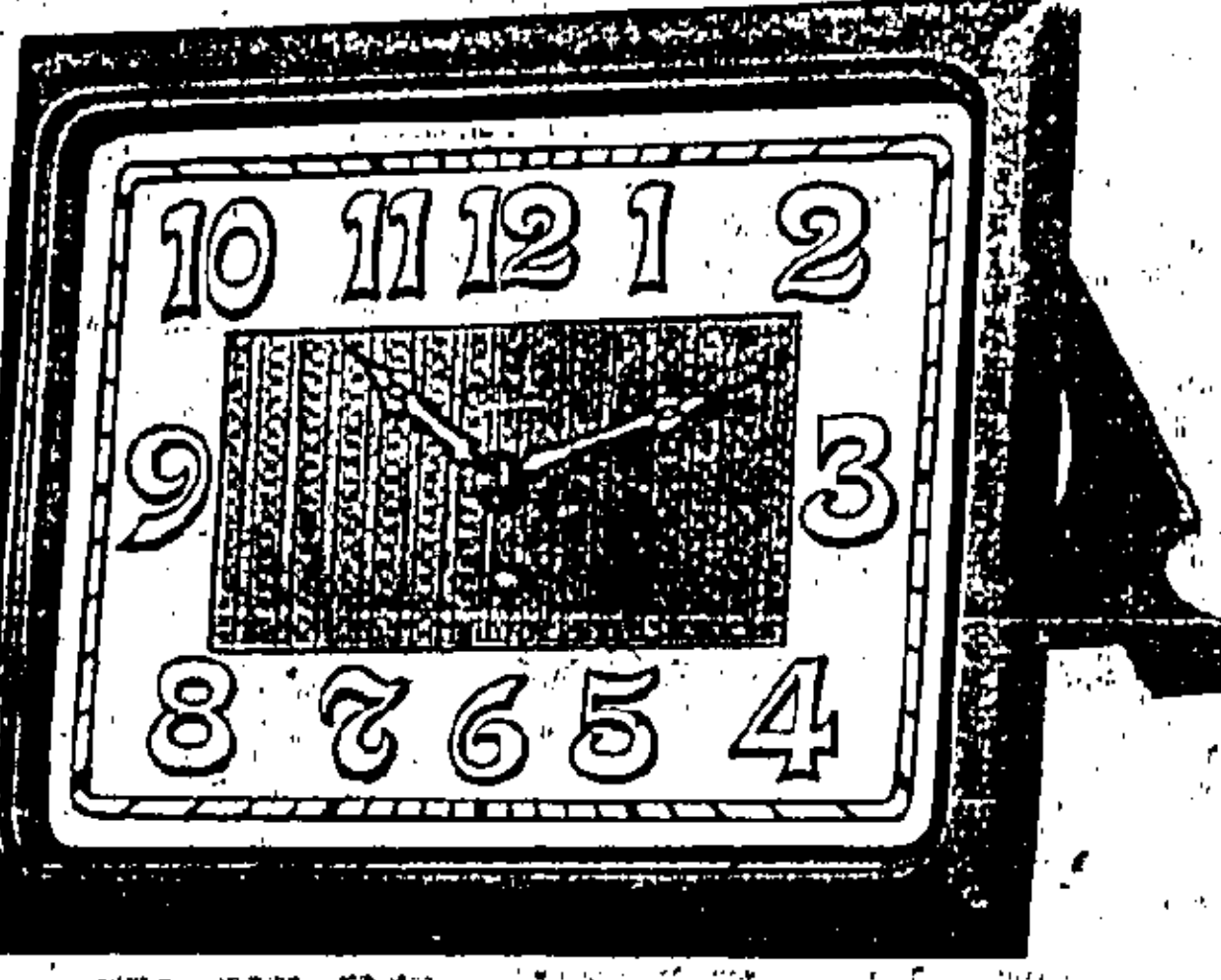
Micro-synchronous radio brings to the music lover musical entertainment far surpassing anything before known from radio. Unparalleled ease of tuning—"Acoustic symmetry"—perfect reproduction over the entire scale! An instrument we are proud to offer.

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BEAUTIFUL 8 DAY SWISS TABLE CLOCKS.

JEWELLED MOVEMENTS.

GUARANTEED for 5 YEARS.

We have large stocks of these clocks, which have just arrived.

ALL SIZES SHAPES

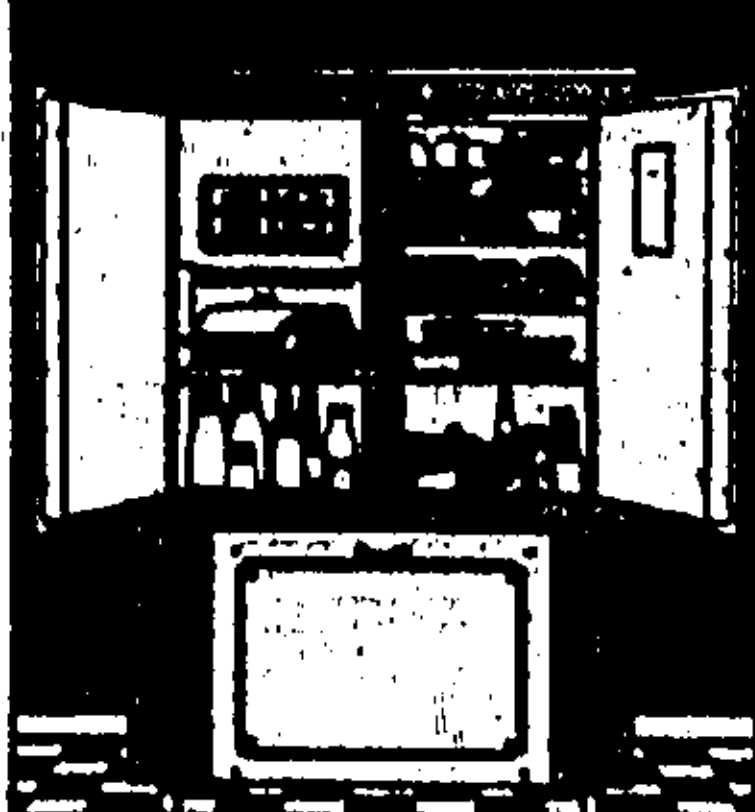
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\$15.00 TO \$150.00

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The Hongkong Telegraph.

SATURDAY OCT. 5, 1929.

THE CANTON-HANKOW RAILWAY.

Hopes, however faint, will once again be aroused following the statement just made in Canton by Mr. Sun Fo that negotiations are in progress between the Chinese and British Governments aiming at the completion of the Canton-Hankow Railway with funds made available from the British share in the Boxer Indemnity Fund. For more than twenty years now has the bridging of the gap between Canton and Hankow been stressed as of vital importance to the country, but, as time has passed by, nothing has been done and the link has still to be forged. Had original intentions been put into effect, the line would have been completed many years ago, but financial difficulties and a variety of other causes have intervened, with the result that there are still nearly three hundred miles to be built. There are certain engineering difficulties to be encountered, but, even so, the application of a little enterprise and energy would soon result in the project being finished.

As one surveys the position, it is obvious that if China is left to complete the line herself, we shall have to wait very many years before anything is done. For this reason, we can heartily support the proposal that part of the British share of the Boxer Indemnity Fund be utilised for the purpose. This, incidentally, is in full accord with the advice of the Buxton Advisory Committee. Several years ago, the British Government promised that the balance of the Fund should be devoted to purposes mutually beneficial to Great Britain and China. In accordance with that policy, an Act was passed in 1925 which authorised the application of the Fund for the purposes indicated, and which resulted in the appointment of the Buxton Committee to advise the Government as to how the money could be most usefully expended. That Committee, in the course of its recommendations, advocated the creation of an Anglo-Chinese Board of Trustees to control and administer the Fund, and it also strongly urged the construction of the unfinished section of the Canton-Hankow Railway. Later, it was intimated that an amending Act would be introduced in the British Parliament to give the Board full control over the Fund, in place of the control vested under

the original Act in the Secretary for Foreign Affairs. Unfortunately political changes in England have had the effect of delaying the introduction of this amending Act, with the result that we are now no more forward in this matter than when the Buxton Committee presented its report. It will therefore be seen that the Canton-Hankow project has suffered from British as well as Chinese delays. There should, however, now be no difficulty in China inducing the British Government to take action in accord with previous declarations of policy.

The value to China of an uninterrupted railway line between Canton and Hankow cannot be over-stressed, whilst at the same time it is obvious that this Colony would also materially benefit, provided the line between the Canton-Hankow and Canton-Kowloon lines were undertaken. This would result in Kowloon becoming in reality the southern terminus of China's trunk line, and would bring this Colony into direct contact with the great industrial centre of China. The benefits to Canton would also be immeasurable. From every standpoint, therefore, the completion of the line with funds made available from the British Boxer Indemnity Fund is to be commended. We can only now hope that the negotiations said to be in progress on the subject will soon result in a definite decision being reached.

The Premier's Mission.

Mr. Ramsay MacDonald, fully confident of fulfilling the high purpose of his mission, narrowing the Atlantic and more firmly cementing Anglo-American relations, arrived in the United States yesterday, landing at New York preparatory to his visit to President Hoover. The occasion was an auspicious one. The remarkable enthusiasm which eclipsed all other impressions of the British Premier's arrival reveals unmistakably that conditions for the pourparlers could hardly be more favourable. In the brief space of four months, since General Dawes began to prove himself an irresistible goodwill manufacturer, a complete transformation in the relations between the two nations has manifested itself. Already cordiality has supplanted coolness, and regardless of whether or not the Hoover-MacDonald conversations result in agreements on matters of high moment, it is evident that the Prime Minister's visit will prove exceedingly fruitful. Delicate and complicated business will be transacted between the leaders of these two great nations in the course of next week, and the sound judgement of the one matched by the obvious sincerity of the other are happy auguries for complete success. The meeting is interesting from another point of view. Both President Hoover and Mr. Ramsay MacDonald are new in office, the President having had the advantage of Mr. MacDonald by two months, and both have justified the greatest expectations, have proved themselves resourceful leaders and courageous internationalists. Personal contact between two such men is certain to play an important part in clearing away any remaining distrust and suspicion on either side of the Atlantic, leading to that mutual understanding and confidence between the English-speaking peoples which is so eminently desirable in the interests of the permanent peace of the world.

EXCHANGE RATES.

London, Oct. 4.	
Paris	123.94
Brussels	34.88
Amsterdam	12.10
Berlin	20.39
Copenhagen	18.20
Vienna	34.65
Hamburg	108.25
Liège	108.25
Bucharest	817
Buenos Aires	47 5/32
Shanghai	2/2
Yokohama	1/11 7/32
Genoa	25.18
Milan	52.30
Stockholm	13.20
Oslo	16.44
Prague	32.75
Madrid	375
Athens	1/5 21/32
Rio	1/10 1/2
Hongkong	1/10 1/2
Silver (spot)	23 1/2
Silver (forward)	23 1/2

DAY BY DAY.

TO WATCH THE CORN CROW AND THE BLOSSOM, RET. TO DRAW HARD BREATH OVER PLOUGH-SHARE AND SPADE, TO READ, TO THINK, TO LOVE, TO HOPE, TO PRAY—THESE ARE THE THINGS TO MAKE MAN HAPPY.—Ruskin.

The name of Mr. J. B. Hawker has been added to the list of authorised architects.

The annual liquor licensing sessions are to be held at the Council Chamber on November 8th, at 4.50 p.m.

His Excellency the Governor has appointed Sergeant H. G. Williams to be Second Lieutenant in the Hongkong Volunteer Defence Corps.

Kowloon Island Lot 2772, situated at Taitoktau, is to be offered for sale on the 21st instant. The area is about 1,980 square feet, and the upset price \$3,465.

The Pulene Judge (Mr. Justice Wood) is leaving Hongkong on Tuesday next for Shanghai where he is spending a short holiday during vacation. He will return on October 16.

His Excellency the Officer Administering the Government has been pleased to appoint, provisionally and subject to His Majesty's pleasure, the Hon. Mr. R. H. Kotevall, C.M.G., LL.D., to be temporarily an Unofficial Member of the Executive Council in the place of the Hon. Sir Shouson Chow, Kt., who is temporarily absent from the Colony.

BANK RETURNS.

NOTE AND SPECIE FIGURES FOR SEPTEMBER.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th September, 1929, as certified by the Managers of the respective Banks are:

Banks	Average Amount	Specie in Reserve
Chartered Bank	14,837,763	6,303,000
Hongkong Bank	43,912,400	14,000,000
Mercantile Bank	1,922,443	690,000
Total	80,672,606	20,993,000

* In addition Sterling Securities are deposited with the Crown Agents valued at £1,255,700.

† In addition Securities deposited with the Crown Agents and Straits Government valued at £2,907,959.

‡ In addition Securities deposited with the Crown Agents valued at £180,000.

WARWICK REVUE COMPANY.

SPLENDID COMPANY SOON COMING.

Booking is proceeding apace for the short season of the Warwick Revue Company which commences at the Star Theatre on October 10th with "The Peep Show." The news of the success in the Straits Settlements and elsewhere has preceded it and Hongkong will undoubtedly welcome this fine combination with the same enthusiasm that has been displayed in the South.

The Warwick Revue Company's sole object in life is to amuse. With that object in view Mr. Edgar Warwick, who understands his audiences so well, has gathered round him artists who are past masters in the art of laughter-raising. But the whole show is not given over to comedy. There are delightful little scenes which are calculated to please the eye as well as tickle the ribs, fine dancing by experts and singing of a high order. With all these different appeals he would be a sad fellow indeed who could not find something to interest him in such a varied and diverse offering.

The plans are open at Moutrie's and the Star Theatre, and early application for reservations is recommended in order to avoid disappointment.

THE LOOKING GLASS SPEAKS.

Some Interesting Reflections.

It is partly due to my position here at the head of the first flight of stairs that I have gathered experience worth the telling! Very early I learned that it is where one stands that matters most, where one stands and how one faces. I, as you see, look down these shallow steps and through the wide door to the garden. It is a curious thing, and one I have long thought upon, that the act of ascending is, almost in itself, a beautifying and clarifying thing. It has long been familiar to me, to see what appeared cloudy and nearly distorted far below grow into positive loveliness with each step upward. Whether this is due to the ascent, or to the fact that I see from a different level, or to a combination of both, I have not yet fully decided.

Another thing that has been gradually borne in upon me is that one does not weary of the right position. At first I wondered if I should grow impatient, or bored, or even incapable of reflecting clearly and well the same view and the same steps—but I need not have wondered for a moment. The days have been so full of sun and flowers, the faces above the stairs so lit with love and laughter, the coming and going so continuous and so full of purpose, that I have no sooner seen the sun to the western hill than my top corner is creamy with the little pale feet of the moon, and new work and new beauty is before me. I know there are many rooms in this house, other stairs and other doors, which I have not yet reflected. There are other mirrors in whose depths these things are shown. I am very glad to be content.

About my deep frame someone long ago carved a welcome for all who should come. "The ornament of a house is the guest who doth honour it." That has pleased me, and indeed I have not yet concluded my study of the lines. I thought at first (young things are apt to air opinions), that the guests conferred an honour on the house. And so they did, and so they did! But there was more in the line than this. I hardly remember just when I found myself thinking of honour as an active state of consciousness. One has much leisure for thought in spite of all the affairs of the day, and this question of "holding in honour" has been a pleasant thing to linger upon, and one productive of great serenity and blessedness, I find. A small friend of the family, who runs frequently up and down the stairs, wears a school badge that says, "Honestas non Honores."

I like the children of to-day. I like the children of yesterday. All the little people who have danced up and down the sunny hall have been dear to me. Now they have cropped heads and short overalls. Even the baby pads purposefully up the stairs with deep breathings, and admires his own brief blue tunic at the top. Yesterday, and yesterday, they had long shining curls, on stiff ringlets that bobbed under feathered hats and beribboned bonnets. Such little flower faces, peaking from shady drisms, or dimpling with demure satisfaction at the small crinolined figures that dimpled back at them! Fat pantalooned boys surveyed their rows of buttons anxiously, or gloomily at times. I have wondered if extra helpings of pudding were sometimes governed by the strain on those same buttons!

Just such a fat little boy departed to school for the first time on one of those yesterdays. I did not remember having seen such a departure before, so perhaps the impression it made was the greater. His boxes went first, then he followed with his father, very stiff about the back, very square about the shoulders. His mother wore a sweeping gown that made a pleasant sound as it moved over the polished floor, and in her shadow came the small sister. The little girl paused as she turned, peered steadfastly into my depths, as if to discover there the face that had so often tenderly mocked her over the shoulder. I would have shown it if I could! A tear fell on her shoe just where the elastic crossed on a tiny white sock. She saw it glitter in the sun, and stooped and mopped it up with a wisp of a handkerchief. A gallant little lady!

I like the parties of to-day—the laughter and gay voices, the swift feet on the landing, the easy introductions and friendly gossip at my very elbow. I like the hum of conversation, the sound of silk moving slowly, the graceful bow and delicious curtseys, the light nosebags almost hidden by shimmering voluminous skirts, the music of the minuet. Ah! the pretty powdered head! I like the shingle too, of course. Even a looking-glass may be pre-gressive!

I remember one very grand scene. Candles were burning in every wide angle—the great doors were flung—the hall blazed.

Lackey, stood stiffly at every corner. Then, a gracious figure, at the foot of the stairs, dark curls, dark eyes, a sad and royal beauty. As he mounted, the little hand of his boot on his silken sleeve, there was a prolonged sigh of a score of curtseys. A moment, and the lovely face of the unhappy Stuart met my own—never to be forgotten. Ah me! I heard long talk for weeks and months. I would we might have spoken together of place and purpose, he and I.

I am glad to have known the good friends of this house. Long before that Puritan peace fell on the stormy Stuart seas, when Elizabeth sat in the green gardens that you see yonder for the performance of the Masque, Spenser and Sidney and Raleigh walked these corridors. He was gallant—that Raleigh; and all the noble company of the open sea—Bluff Sir Richard Grenville forever striving to remember when he must play the courier and when to smack of the good salt wind; Sir Humphrey Gilbert, dear friend, who signalled "Good cheer, brave hearts!" when the little Swallow and Squirrel slipped from sight in a world of waters. Was it any wonder that he found them again safe and sound, and anchored a little before him?

But it is Sidney whom I have held most dear, that flower of chivalry, poet, courier, Christian knight. There was none such. I sometimes think in all those spacious days. Often they paced up and down, Spenser and Sidney, and long stanzas of The Faerie Queene stirred the scented air, while Sidney bowed his gentle head at the breath of beauty, and cried encouragement to the ardent heart that leaped upon his own. They were great lovers, these twain. There was young Will Shakespeare, too, new to court, with his seeling eye, and that good genial heart which even now beats in his every play, and has made him for all time a companion of men.

Yes! the garden was different then, more formal, you understand. Perhaps there was more lawn space, more clipped box. Certainly those tall hollyhocks were not there, and I believe the Sweet Williams were at the back, kept more strictly in the kitchen garden. You remember the line, Sweet William with his homely cottage small.

One of the most pleasant things that I have watched has been this gradual replacement of what I call the kinder flowers. I liked those geranium borders, of course, and the lobelia threw a soft blue shadow on the hall floor, but I own I love to reflect these deep pansies, and all the scented sprays of mimosa. Stocks I have always loved, and when those slim lilies are in bloom, and the great silken poppies, and the roses hang over the lavender walk—ah well! you are a friend of the house and you will be able to watch them day by day. D. T. in the Christian Science Monitor.

WHO WAS—? HUDIBRAS.

The nearest English parallel to the Spanish novel of Don Quixote is Samuel Butler's long poem, "Sir Hudibras." Sir Hudibras was a judge in the days of the Commonwealth, a Presbyterian of the severest type, who set out on a crusade against the abuses and follies of his age. Riding on a sorry steed he journeyed round the country with his companion Ralph, attempting to enforce the laws which forbade popular amusements and pastimes.

He did not cut a pretty figure as he went about his thankless task, being stout and hump-backed, with a straggling reddish beard which went untrimmed, because its owner had sworn never to cut it as long as there was a Stuart left alive. As well as being unattractive in person, Hudibras was vain, stupid, and grossly ignorant.

The aims of Cervantes and Butler were not precisely alike. Whereas the Spaniard sought to ridicule out of existence the obsolete, but harmless, conventions of chivalry, the Englishman's intention was to emphasize the danger to the community of excessive puritanism.

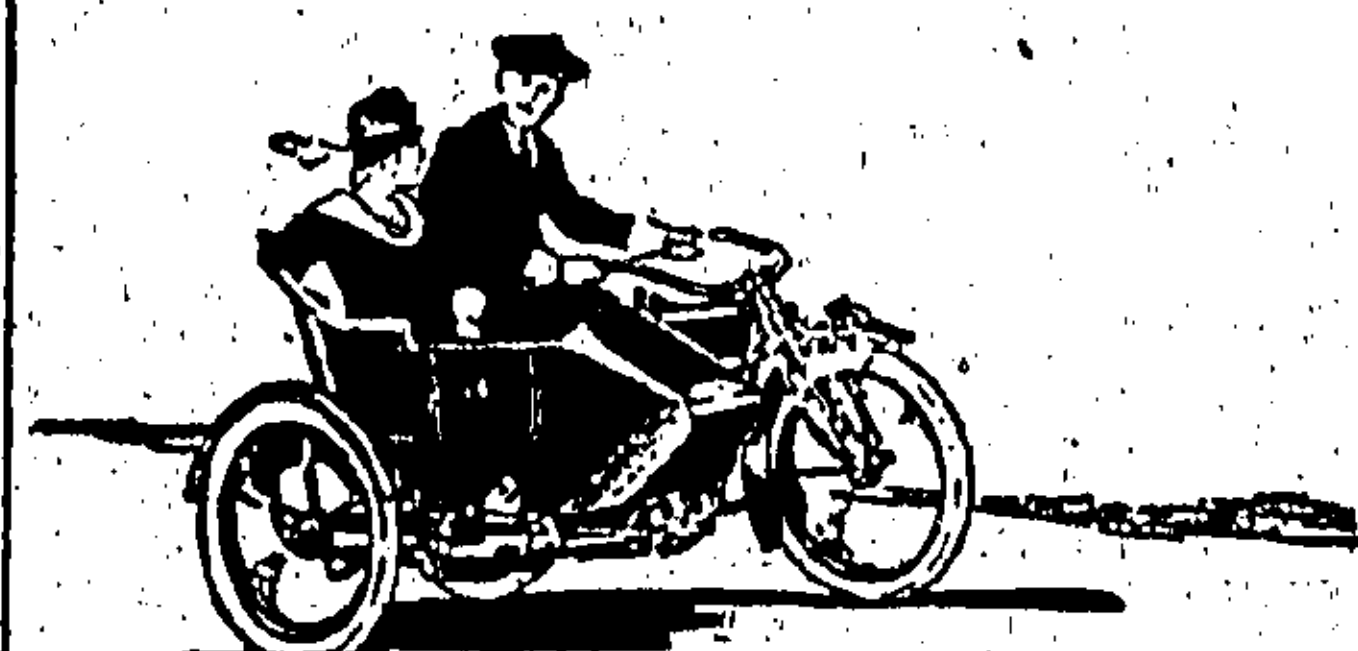
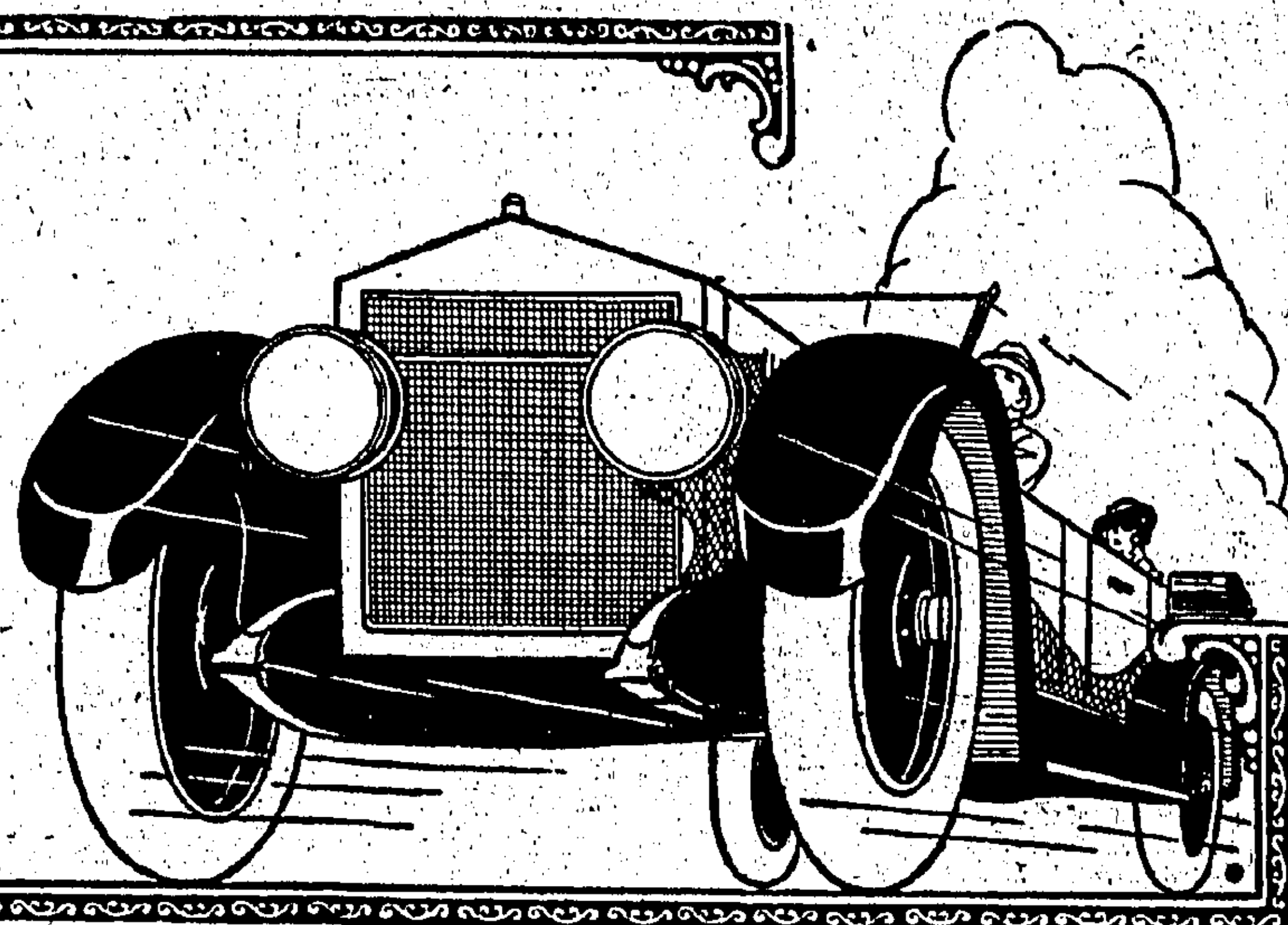
The name of Hudibras is derived from Hugh de Brac, the patron saint of Devonshire. The character of the grizzled meddler is drawn from Colonel Rolle, a resident of that county, and one of Butler's acquaintances.

MOTORIZING SUPPLEMENT

OF
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SATURDAY, 5th OCTOBER, 1929.

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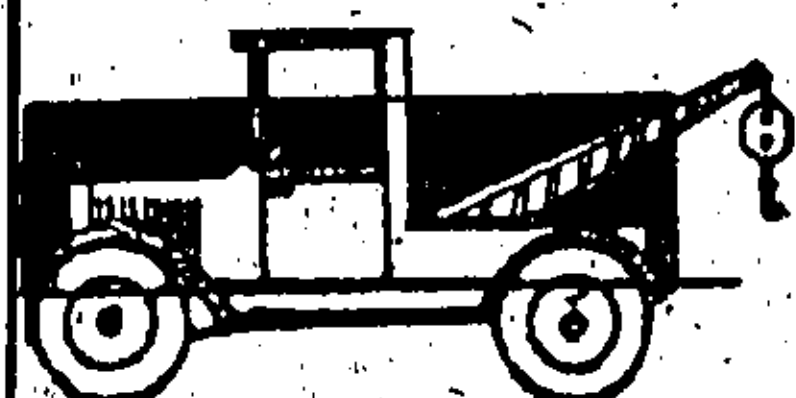
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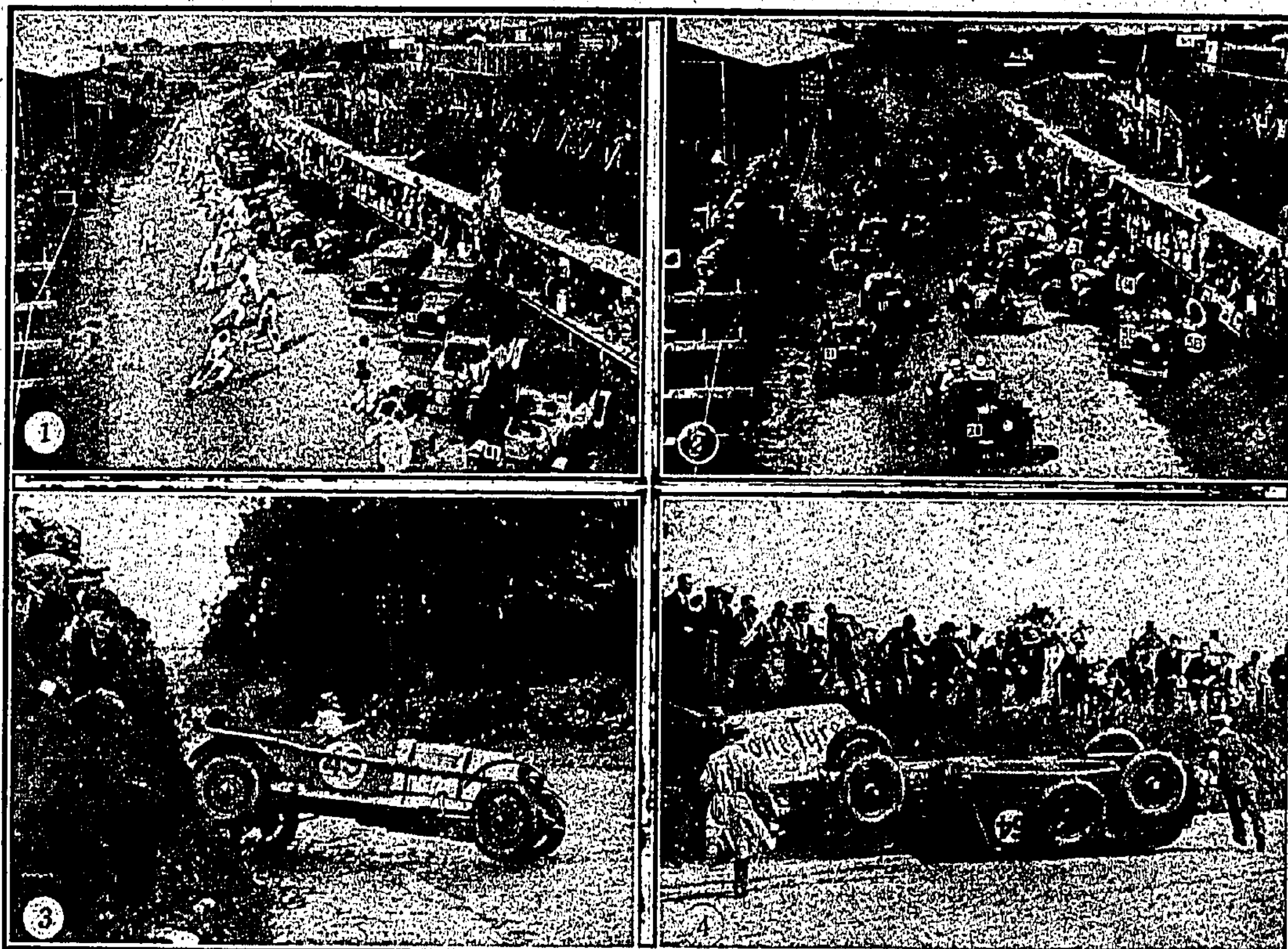
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GREAT RACE BY SIX NATIONS FOR R.A.C. TOURIST TROPHY.



(1) The start of the Ulster Tourist Trophy Race when 65 cars representing six nations commenced the 410 miles dash round the Ards Circuit. It is estimated that there were half a million spectators. (2) Showing the competitors getting away. (3) A. V. Wilkinson's O. M. car hitting a bank after an exciting skid at Quarry Corner. (4) H. Rubin and his mechanic under their Bentley car when it overturned on Glen Hill Corner. They were got out unhurt.



CURRENT COMMENT

Kowloon Parking.

The great increase in motor traffic at Kowloon calls for some really deep thinking by the Government on the question of adequate parking facilities, especially in the vicinity of the Ferry. This is not one of the questions which may be deferred for a number of years, the existing congestion during the busy hours of the day, the inadequacy of the parking spaces, the fact that the number of both private and public cars are increasing rapidly, demand the early consideration of the problem. Various efforts have been made to improve matters, but as yet everything appears to be more or less in the experimental stage, and it is quite time that a definite scheme should be evolved which will not only relieve the present congestion, but provide reasonable provision for the increase of traffic of the future. The matter cannot be shelved, safety and order must be considered as also must the number of motorists who daily experience difficulty in securing parking space.

The Salunk Road.

To refer again to the Salunk Road is not out of place when considering Kowloon's great traffic problem. It is asserted that the new road will open up building sites, and accepting that belief it is logical to point out that people living out in the hinterland will use motor vehicles for their daily transportation. The Ferry approach must therefore become an even busier road terminus as time goes on, and the much needed improvement cannot be left over indefinitely.

Dangerous. Driving round Happy Valley one night last week, an obstacle was encountered which very nearly brought about a serious accident. As usual, the road was "up" and a heap of road material about five or six feet high left unlighted. At the moment, dimmed headlights made it impossible to see the

obstruction, and but for the fact that better illumination was switched on just in time, the result must have been serious. True, oil lamps had been placed at either end, but it does not appear to be sufficiently stressed that these must always be lighted. Very strong action should be taken in such cases.

Another Escape.

Coming back from the Repulse Bay during the heavy rain early in the week, another collision was narrowly averted on one of the bends. A motorist was apparently experiencing engine trouble, and had stopped his car on a blind corner. This is serious enough in all conscience, but he had actually switched off his lights! However, the occupants of two cars which just missed disaster duly impressed the careless one on the folly of his ways.

"Push" Bicycles. It is about time that Regulations were drawn up in order to control these two-wheeled nuisances. It is no uncommon sight to see several youngsters careering along our busiest thoroughfares quite unmindful of the danger they cause to motorists or the risk they run themselves. Many of them are obviously unable to maintain a safe balance, and simply wobble all over the road. We once made the suggestion that these machines and their riders should be licensed, and it would appear that such a system is the only one likely to remedy the nuisance. Quite a number of these youngsters do not own the machines, but hire them from Chinese bicycle shops, and the thrills of endeavouring to maintain a balance apparently cause endless amusement. Either certain thoroughfares should be prohibited to these irresponsible tricksters, or steps should be taken to ensure that they are merely using the machines for legitimate transportation purposes, and not for the object of riding aimlessly about within a limited portion of busy traffic routes.

CARE OF CARS.

How Oil Companies Assist.

CARELESS OWNERS.

It was only the other day that we remarked, while being given a lift in a friend's car, that the machine seemed to be running better than usual.

"Well, you see," was the reply, "I just took her away from the garage this afternoon after her monthly overhaul." Only seventeen words, but they spoke volumes for the manner in which our friend was looking after his car. The statement implied that approximately once a month his car ran sweetly, and that the overhaul was responsible for it. That is not the case. More often than not the garage when fulfilling these monthly contracts finds no reason to make any adjustments beyond perhaps tightening up the brakes, and in the principle of leaving well alone gives the engine a cleaning, fresh oil, and lubricates the parts requiring it. That is

not reflection on a garage whatsoever for with ordinary care there is little in a car which requires alteration with a month's running, so well are the vehicles put together nowadays.

But the garage does once a month for the average owner, what he should be doing once a week; and if it were done once a week the owner would never have occasion to make the remark we have recorded in our second paragraph.

There are many cars on the streets of Hongkong privately owned, that are starved for want of proper lubrication, so starved that a man with an experienced ear can detect them on the road. That type of car runs well about three days in the month, just after the usual overhaul. That type of car eventually brings a poor secondhand price. Which leads us to another remark, that unless one knows the type of man from whom one is buying an always "owner-driven car" the description may not be the recommendation it is so often accepted to be. There are so many owner-drivers to know little and apparently care less about the maintenance of their vehicles that we wonder how they ever had enough money to buy a

LORRY CLIMBS LINES HILL.

Daring Feat Witnessed
by Thousands.

CHEVROLET'S TEST.

An extraordinarily difficult feat was staged recently in order to demonstrate what can be accomplished by comparatively light modern motor vehicles. To prove the capabilities of the new six-cylinder 30-cwt. Chevrolet lorries, the product of General Motors, the Chatham Motor Company, of Railway-street, announced that they would make an attempt with one of these vehicles, fully loaded, to climb the Great Lines hill from the rear of the Town Hall. The gradient varies between one in three and one in five, and the deep watercourses add to the difficulties of such a climb.

The Chatham Motor Company are fortunate in having as a member of the firm Mr. W. Tomlin, who has a wide experience in driving on the track and in road competitions, and it was he who undertook the stiff task—the stiffest that could be found for many miles around. In order that there should be no question as to the weight of the load carried in the truck the vehicle was placed on the Corporation weighbridge. The weight recorded was 2 tons 19 cwt. 1 quarter, which included 31 cwt. of sand, which did not include the weight of the driver and his companion, Mr. C. G. Slade, a representative of General Motors. In order to reach the starting point

the lorry had to reach the Lines by way of Windmill-road and then proceed over the brow of the hill to near the Naval War Memorial. By the time it had arrived there was a large and expectant crowd, among whom were many drivers and traders directly interested in transport, some coming from Maidstone and other neighbouring towns.

Power to Spare.

It took some time to clear the track of people, and when this had been done Mr. Tomlin made the descent at such a slow pace as to fully prove the power of the four-wheel brakes. The harder test soon followed. The lorry was turned in almost its own length, and with the engine running smoothly, the lower gradient, which was fairly free from ruts, was easily negotiated. Higher up the real difficulties started. The formation of the hill as well as the narrow margin between the edge of the pathway and the steep grassy slope, called for the most skilful driving. This was forthcoming, especially when eighteen inch ruts were encountered at the steepest point. The engine, moreover, had ample power to spare, and the low gear of the four-speed box materially contributed to the success of what was admitted on all hands to be a gruelling test.

More Thrills.

In the evening there was another demonstration, when the descent and ascent were again made at the same spot, and with equal success. The spectators were treated to further thrills, as Mr. Tomlin made an oblique descent over the grass to a point near Slicket's-hill, and then climbed the same course, which included a somewhat sharp bend and several deep gullies. Not the slightest difficulty was experienced. At the conclusion of each trial Mr. Tomlin was warmly cheered by the onlookers, and received the hearty congratulations of many friends. It is estimated that the distance covered in each of the first two climbs was about 200 yards, and on the third about 300 yards. In all, nearly ten thousand people viewed the daring feat, for not only were the slopes of the Lines thick with spectators, but many witnessed it from high vantage points in the neighbourhood.

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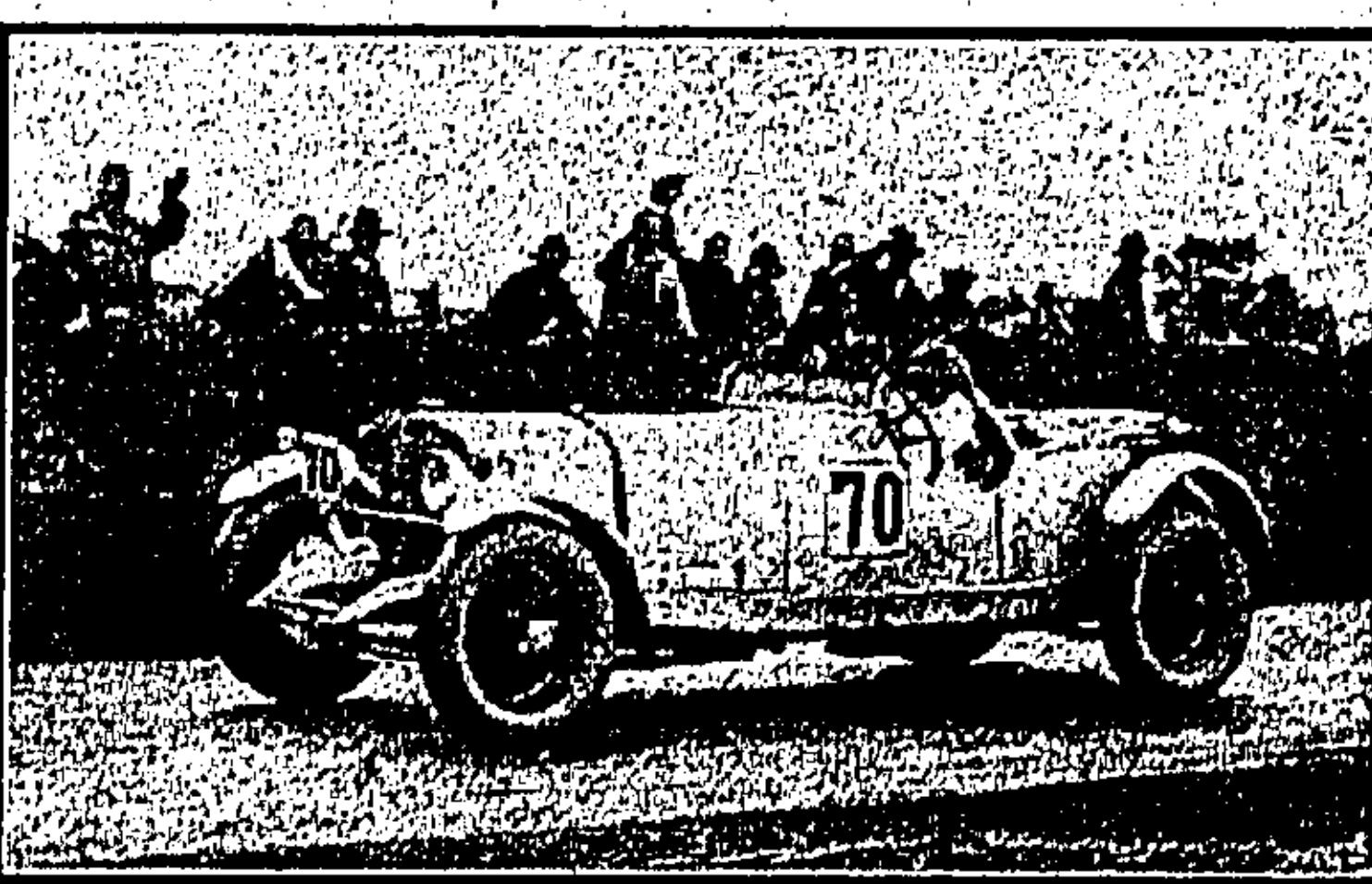
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WINNER OF THE ULSTER T.T. RACE.



The above picture shows the winner of the R.A.C. International Tourist Trophy Race, R. Carraciola, in a Mercedes-Benz.

AUSTIN LEADS.

HONGKONG FIGURES.

Below we give some interesting statistics showing the number of motor vehicles of various makes registered in Hongkong up to September 15. The figures include private cars, trucks and omnibuses but exclude public cars. Details with regard to the latter, together with motor cycles, will probably be available at the end of the present month.

The total number of private cars in Hongkong is 1,334, of which 427 are British, Austin leading the list with 165, and U.S.A. and Canada contribute 791. Italian cars total 77 of which 76 are from the Fiat factory and 1 Isotta Fraschini. There are 29 French, 9 German and 1 Belgian, this latter being a Minerva.

Trucks and omnibuses make a total of 632, of which 280 are British, 351 U.S.A. and Canada, and 1 Italian (Fiat). First place is taken by Ford with 203, Chevrolet being second with 89, and the next in order are Dennis and Thornycroft (British), with 72 each.

Full details of private cars are appended.

British.	
A.C.	3
Armstrong Sid.	30
Arrol Johnson	1
Austin	165
Bayliss Thomas	1
Beane	3
Clyno	7
Crossley	5
Galloway	3
Humber	3
Jowett	4
Lagonda	1
Lea Francis	1
Morris	122
Riley	2
Rolls Royce	5
Rover	3
Singer	13
Standard	10
Star	2
Sunbeam	3
Swift	1
Talbot	1
Triumph	1
Trojan	19
Vauxhall	7
Wolsley	2
Calhorne	3
Westcott	1
Straker Squire	1
Saunders Berwick	1
Karrier	1
Total	427

Belgian	
Minerva	1
French	
Amilear	1
Bugatti	2
Citroen	12
De Dion Bouton	1
Mathis	2
Piquet	5
Renault	2
Salmson	4
Total	29

German	
Horch	1
Opel	2
Honomag	6
Total	9

Italian	
Fiat	76
Isotta Fraschini	1
Total	77

U.S.A. and Canada.

Auburn	4
Briscoe	1
Buick	121
Cadillac	11
Chalmers	1
Chandler	4
Chevrolet	33
Chrysler	51
Dodge	23
Erskine	52
Essex	58
Ford	74
Hudson	14
Hupmobile	10
Jewett	8
La Salle	1
Lincoln	3
Marmion	2
Nash	10
Oakland	6
Oldsmobile	16
Overland	41
Packard	15
Paige	8
Pontiac	1
Studebaker	131
Stutz	1
Willis	19
Republic	2
Cleveland	7
Pierce Arrow	1
Roadster	1
Temple	2
Maguire	1
Fargo	1
De Soto	36
Saxon	1
Plymouth	19
Total	791

Truck and omnibus figures

British.	
Albion	26
Austin	1
Beane	6
Burford	7
Crossley	2
Dennis	72

ELECTRIC v PETROL.

The Only Electric Car.

There is only one make of electric automobile now being produced in the United States, and the drivers of that are of a kind that won't get out to repair a loose connexion or any other ill that might turn up on a run. At any rate, according to A. O. Dunk, whose company, the Detroit Electric, now builds these vehicles, the car is built so that there is no occasion to "get out and get under" at any time.

However, as most motorists, even though they drive gasoline vehicles, may be interested to know how an electric automobile performs, the column will describe it.

The first successful electric automobile was built in the early automotive days by George M. Bacon, who was then with the Cleveland Railway Light and Power Company. All he did was to take an electric street car off the tracks, put tyres on the wheels, change the body somewhat and let 'er go. In fact, that is about all that the electric automobile is to-day—a street car on wheels with storage bat-

Garner	1
Guy	12
Hallford	2
Leyland	16
Morris	24
Thornycroft	72
Tilling Stevens	1
Trojan	9
Vulcan	29
Total	280

Italian.

Fiat	1
U.S.A. and Canada.	
Chevrolet	89
Denby	1
Dodge	1
Federal	6
Ford	203
Graham	5
G.M.C.	20
Hupmobile	1
Reo	3
Rubys	1
Studebaker	13
United	5
White	7
Bethlehem	3
Brookway	2
Cadillac	1
Total	351

teries, rather than a central electric power plant, furnishing individual power.

Until 1911 the electric was driven by a double chain drive, one on either side of the car and running to the rear wheels from the crosswise motor shaft in front.

In 1911, the motor was turned around so that its shaft would extend lengthwise to a differential in the rear, thus adopting this phase of the gasoline vehicle, besides the full floating axle, for its propulsion. This has been the method of drive since then.

The battery on the Detroit Electric, only survivor of 36 electric cars that once were built, is a 42-cell, 13-plate affair, that weighs between 1500 and 1800 pounds. It is divided into two sections, half in front and the other half in back, in order to equalize the weight.

A three-and-a-half horsepower motor is driven by this battery and is so constructed, says Dunk, that it needs only the slightest attention. The battery has a capacity of 180 to 190 ampere hours and will operate a vehicle on a single charge from 75 to 110 miles, depending on the speed. It needs from six to seven hours for recharging.

A guarantee of three years goes with each battery, which is quite optimistic as storage batteries go, but Dunk says there are batteries on some of his cars that have gone for seven and eight years without renewal.

The weight of the battery brings the total weight of the automobile to almost two tons. But Dunk is expecting the day in the near future when a new type of battery, lighter, cheaper when put into mass production, and much more powerful and efficient, will be available. This comes from Europe and is said to have the power to operate a car from 350 to 650 miles in one charge, depending on the speed. Yet it is much lighter than the present battery and it will take a full charge in from half to three-quarters of an hour.

An electric automobile, with its minimum of vibration and high riding ease, is ideal for elderly people, says Dunk. Furthermore, it needs little or no attention and its operating cost is extremely low compared with that of the gasoline vehicle.

The car is easy on tyres, a set lasting from four to five years. And the average electric remains with its original owner for more than six years, according to Dunk's figures.

The demand for electric is greater than Dunk's ability to supply, so there's no fear of this last of the line dying out. In fact, Dunk believes popularity of electric will grow with the advent of the superior battery and the improvement in the lines.

FIRST IN EXPORTS.

The value of automotive products exported from the United States during 1928 was more than \$500,000,000. This was the highest value of any exported product. Refined petroleum products ranked second, with a value of more than \$497,000,000.

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MENTAL HAZARD.

Caused by Car Defects.

TRACING IT DOWN.

[By Israel Klein.]

There is a mental hazard in driving an automobile that results, in many cases, from defects in the car itself. Chattering brakes, slapping pistons, a noisy distributor, rattling fenders, squeaking doors are only a small number of the many inconveniences that can get on the nerves of a driver.

It isn't traffic alone that causes the mental hazard. It's the car and its parts—and the original cause, if we should trace it down to the beginning, is the owner himself.

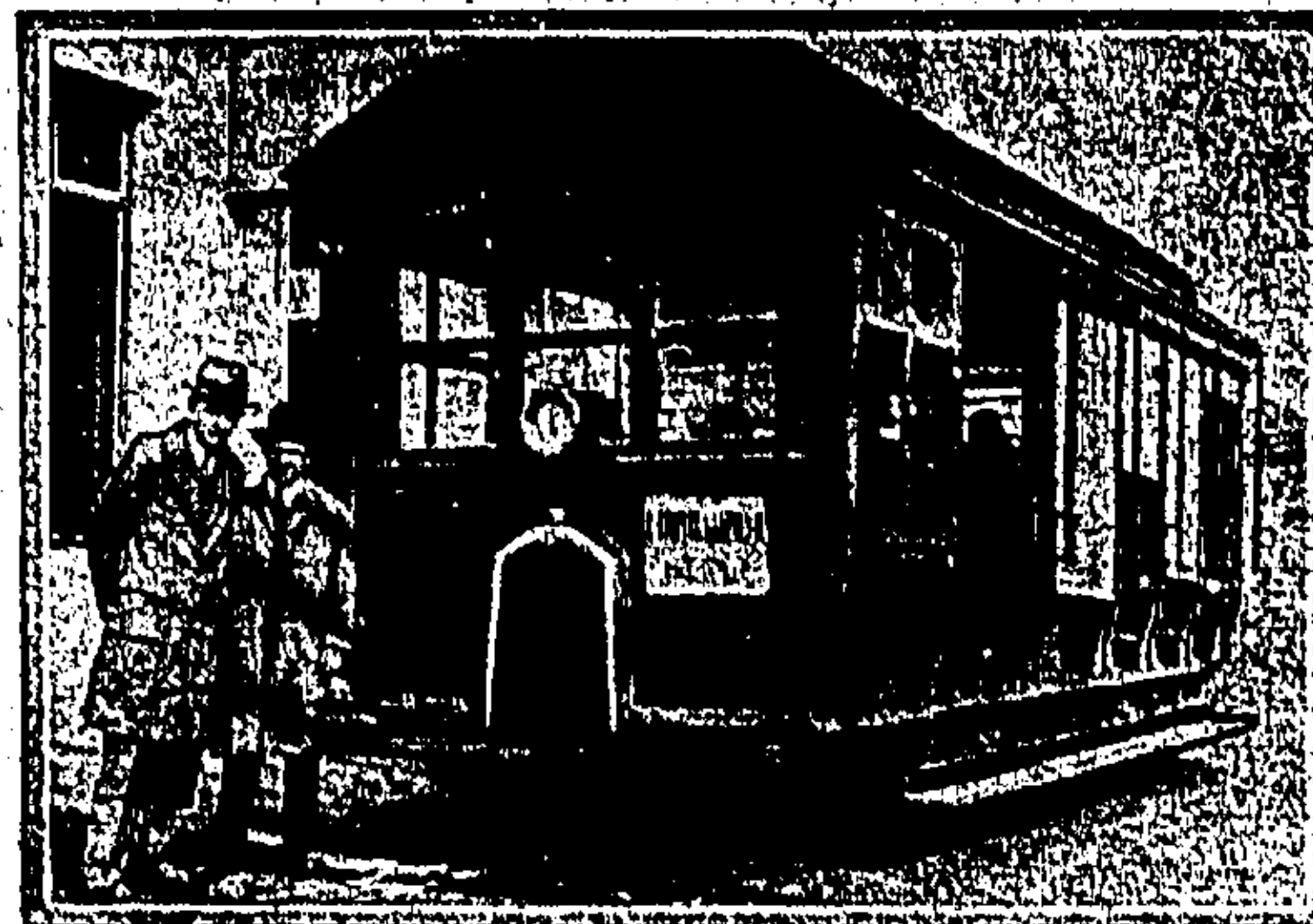
Let the owner of an automobile look after the little things, as well as he does the more important running parts, and he will avoid that mental hazard in driving that might at any time unnerve him when an emergency arises.

Brakes wear down, get out of true and begin to chatter and squeak and slip if the driver neglects them. Of course the remedy is to reline them and see that they grip evenly all around. But even better is the practice of avoiding such difficulty by having the brakes checked up regularly, to see that they take evenly on all four wheels.

Sometimes even the newest brakes squeak or, in wet weather, fail to hold. To avoid this a Buffalo, N.Y., firm has been putting out a plastic material which, when applied to the brakelining, will weatherproof it and enable the brakes to hold evenly. This substance fills the rivet holes where in rainy weather the water might enter the depressions and cause slipping. It also works into the lining itself to give it more gripping ability and to keep the brakes from squeaking.

Piston slap, on older cars, should warn the driver that his engine not only is being beaten to pieces by the constant hammering of the piston at fault, but that it is also losing power and wasting fuel as a result. A slapping piston is a sign of looseness in its cylinder and wearing of that cylinder out of its true shape. The remedy might be costly for it

AUTOMOBILE PUT TO STRANGE USE



This street car, which is in daily use in Sao Bernardo, Brazil is mounted upon a Buick chassis.

Endurance is being demonstrated almost daily in the parts department of the Buick Motor Company plant at Flint, Michigan, U.S.A., where orders are constantly received for parts for cars that were sold two decades ago.

A recent order asked for a new valve and valve stem for a motor which, although 20 years old, is still in daily use. These comparatively minor parts were all that were required to put this much worked motor in excellent condition.

That the Buick Motor Company has been in a position at all times to furnish parts for cars manufactured in the early years of its existence is a feature which has been largely instrumental in building sales volume.

means reboring the cylinder and installing oversize pistons and rings.

Letting the piston slapping continue for a time is wearing not only on the motor but on the driver's nerves. The constant hammering from beneath the hood may eventually cause a serious traffic accident.

The tick-ticking of the distributor is another annoying hazard to the motorist and can easily be avoided. It is usually due to lack of lubrication. A drop of oil every 500 miles or so is enough to prevent this annoyance.

Similarly, a turn of a screw driver or wrench will tighten up loose screws or bolts in the door

Other records have been established by Buick engines which have outlived other parts of the cars and are now being used to furnish power for various kinds of machinery.

Recently the Buick parts department received an order for a crankcase for a 23-year-old motor still in service as the power plant for a circular saw. Although years of wear finally rendered the other parts of the car impractical for further use, the motor needed only a few repairs to place it in condition for duty on its new job.

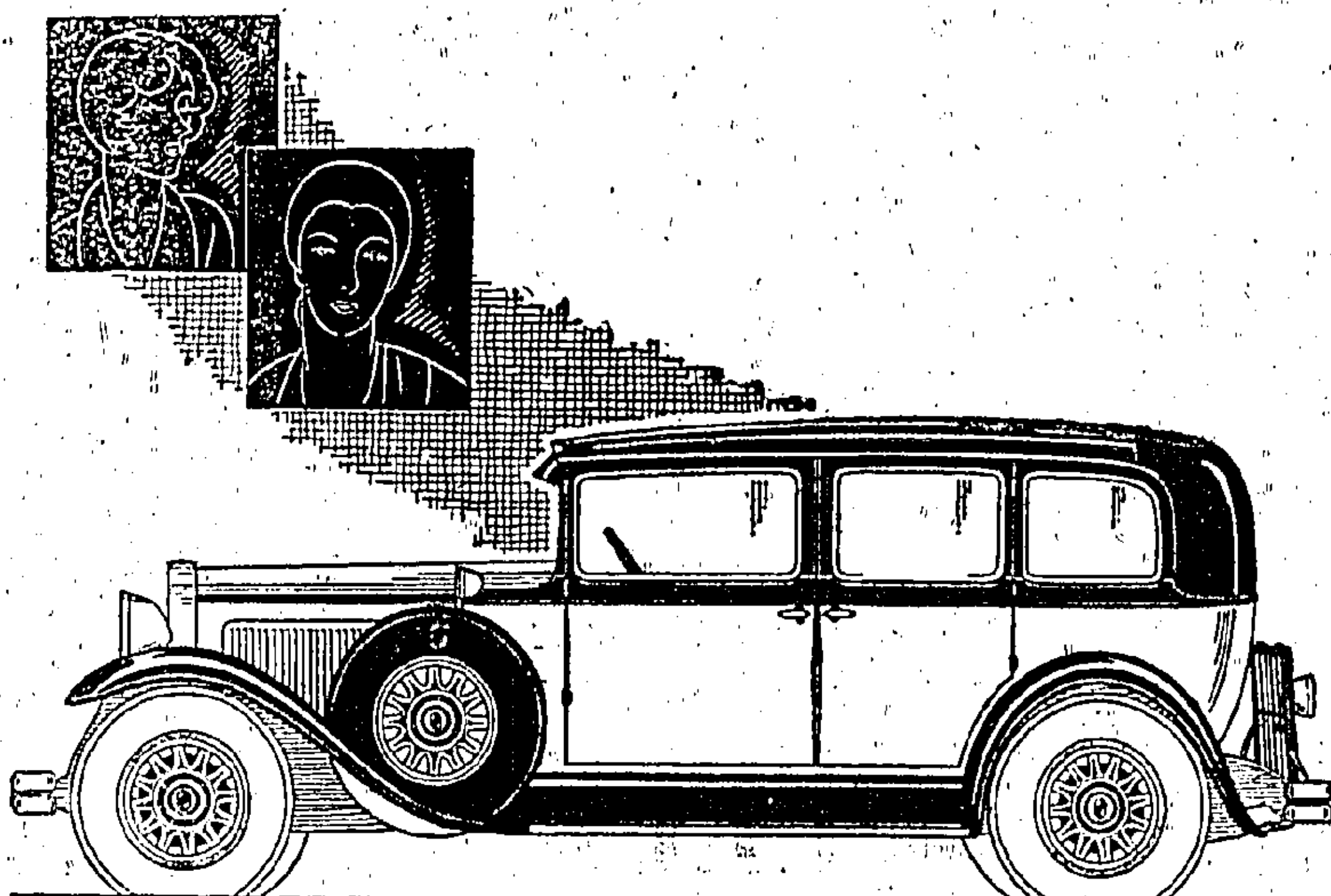
An order for a new crankshaft brought to light an 18-year old Buick motor used daily to furnish power for various types of farm machinery.

hinges and fender supports enough to avoid squeaking and rattling from these sections.

A quiet car is a good car. And it saves the driver from losing his patience and nerve. It can easily be kept quiet by regular inspection of the wearing parts and tightening of the body bolts and screws. The new car, especially, needs this attention.

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Nash engineering offers many owner advantages such as a Twin-Ignition motor, ensuring greater, smoother, more economical power. . . . Outboard mounted hydraulic shock absorbers that make rough roads smooth. . . . Centralized chassis lubrication that oils 29 vital chassis points at a touch. . . . A steering mechanism that provides unmatched ease of control. . . . and other features usually associated with cars of much higher price.

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Hongkong Telegraph

Pictorial Supplement

October, 5th 1929.

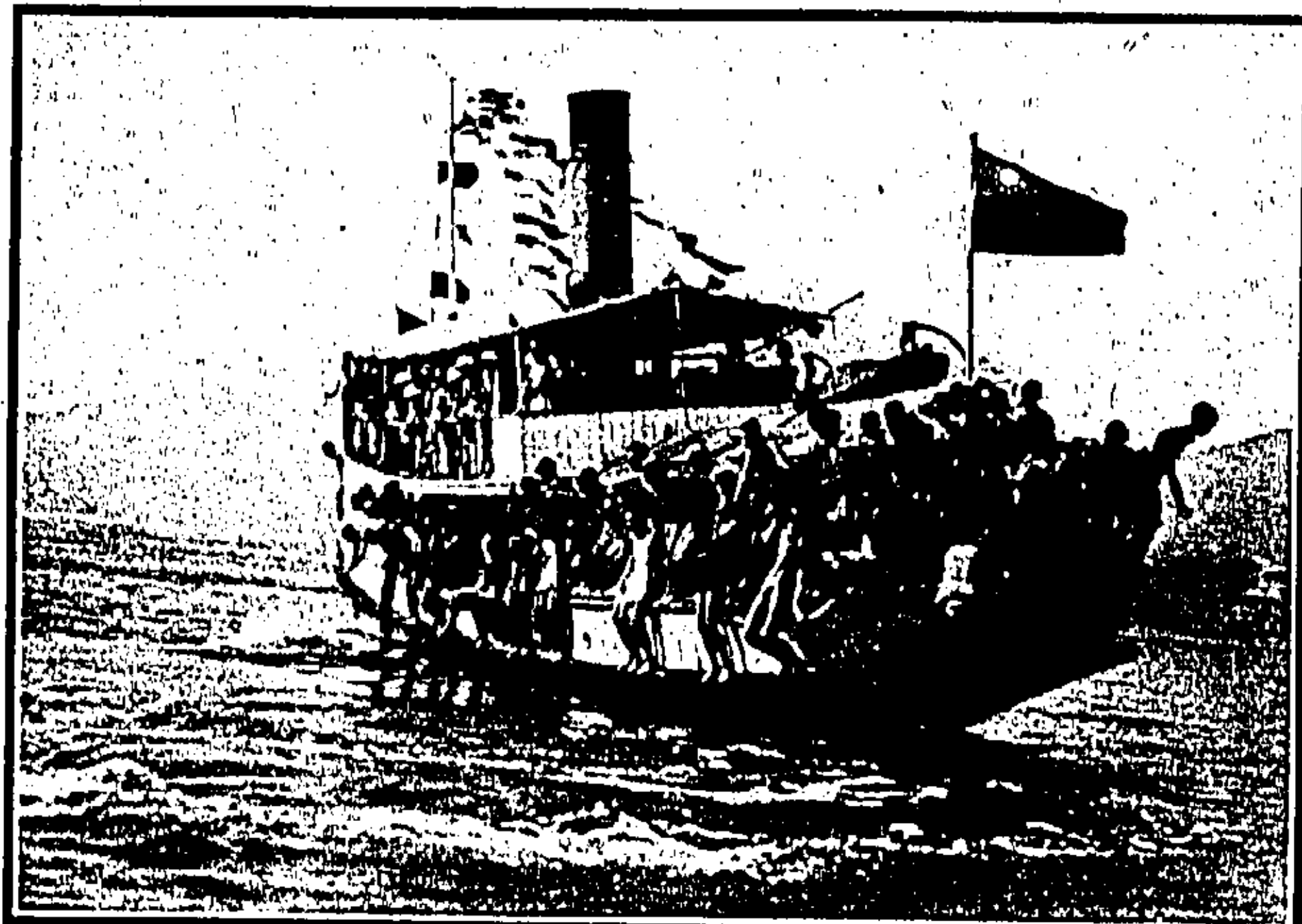
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CHINA TEA

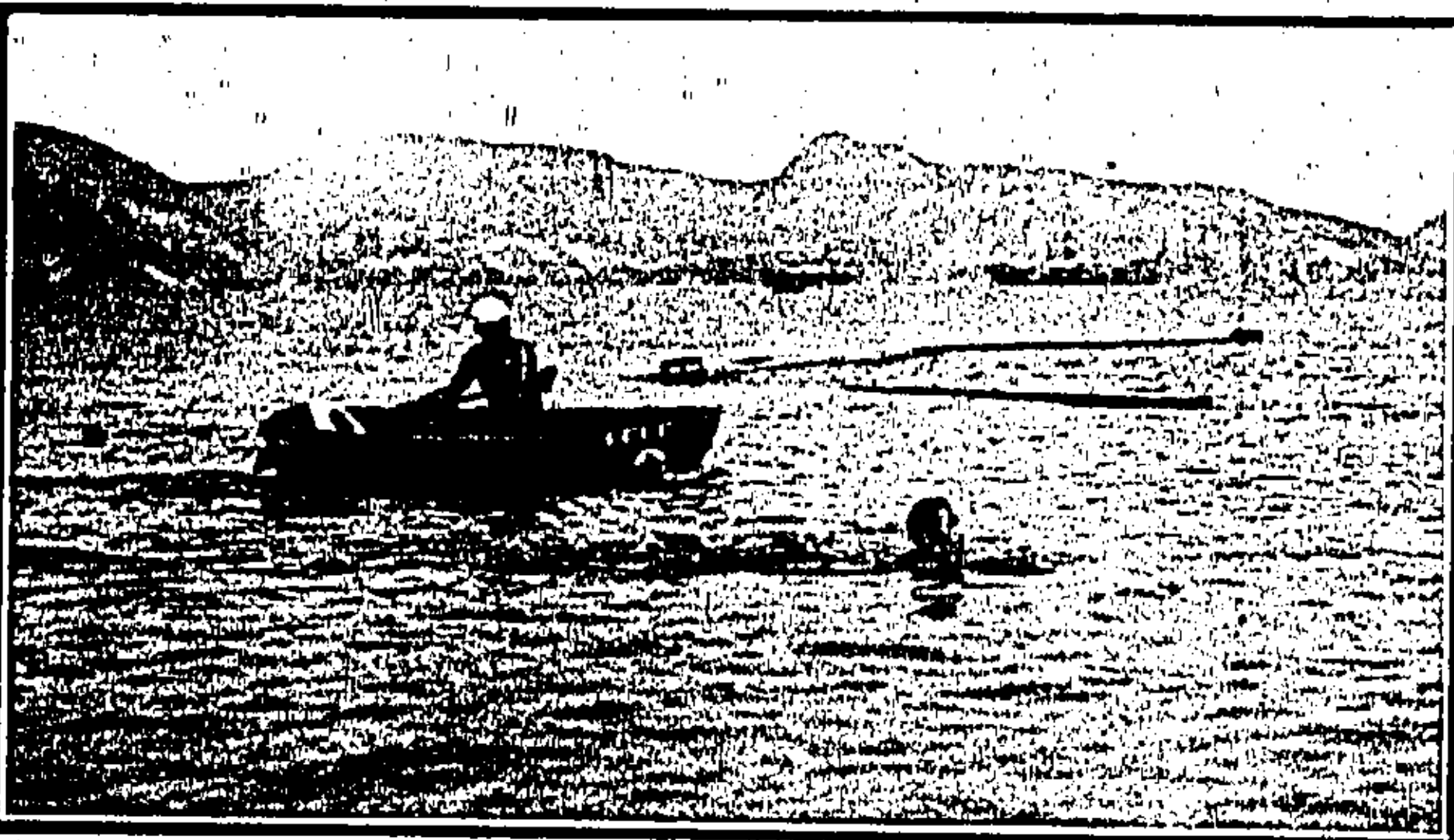
For Christmas

SEE PAGE 4 FOR OUR
SPECIAL OFFERS

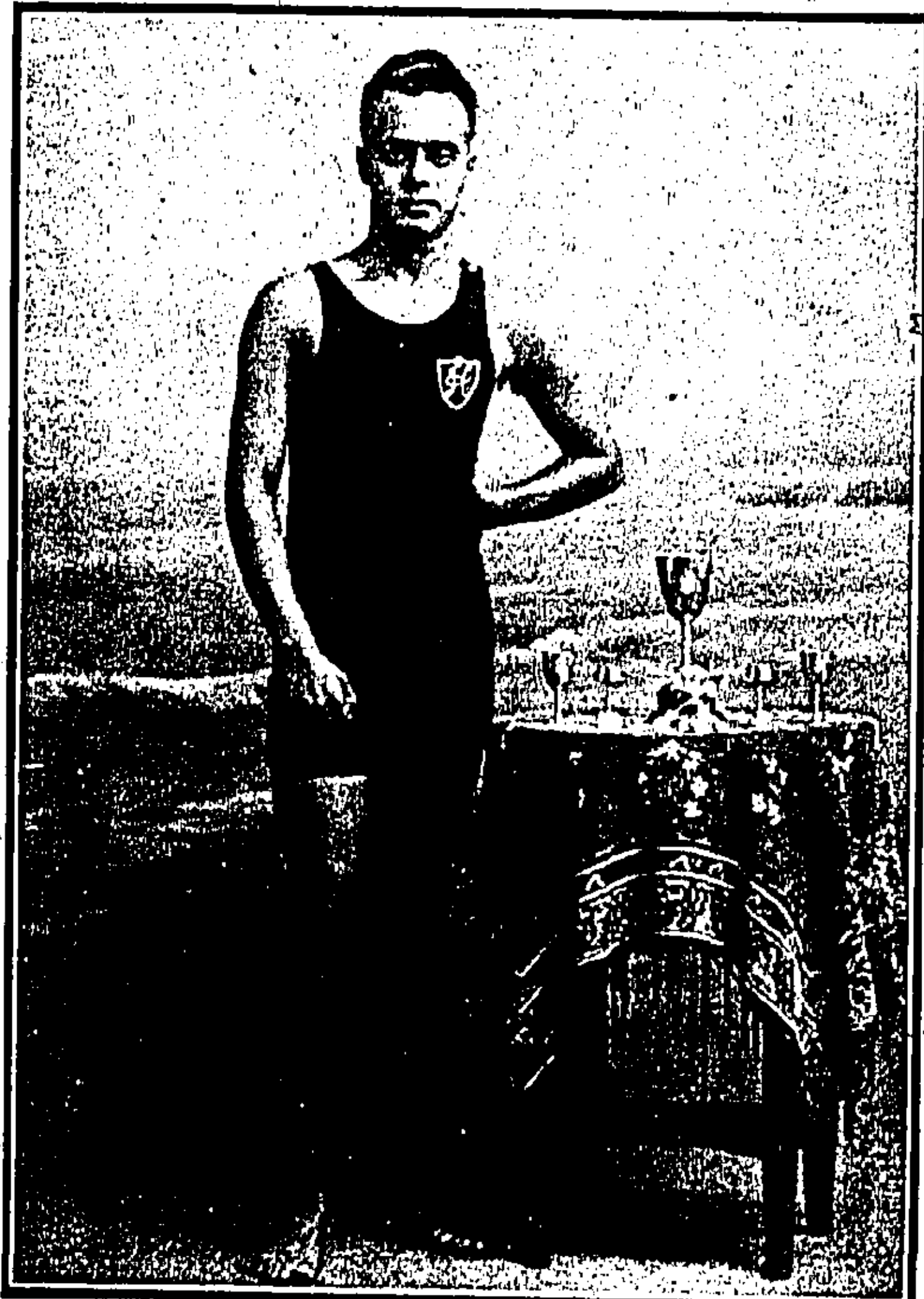
THE CHINA TEA Co.
David House, Hongkong.



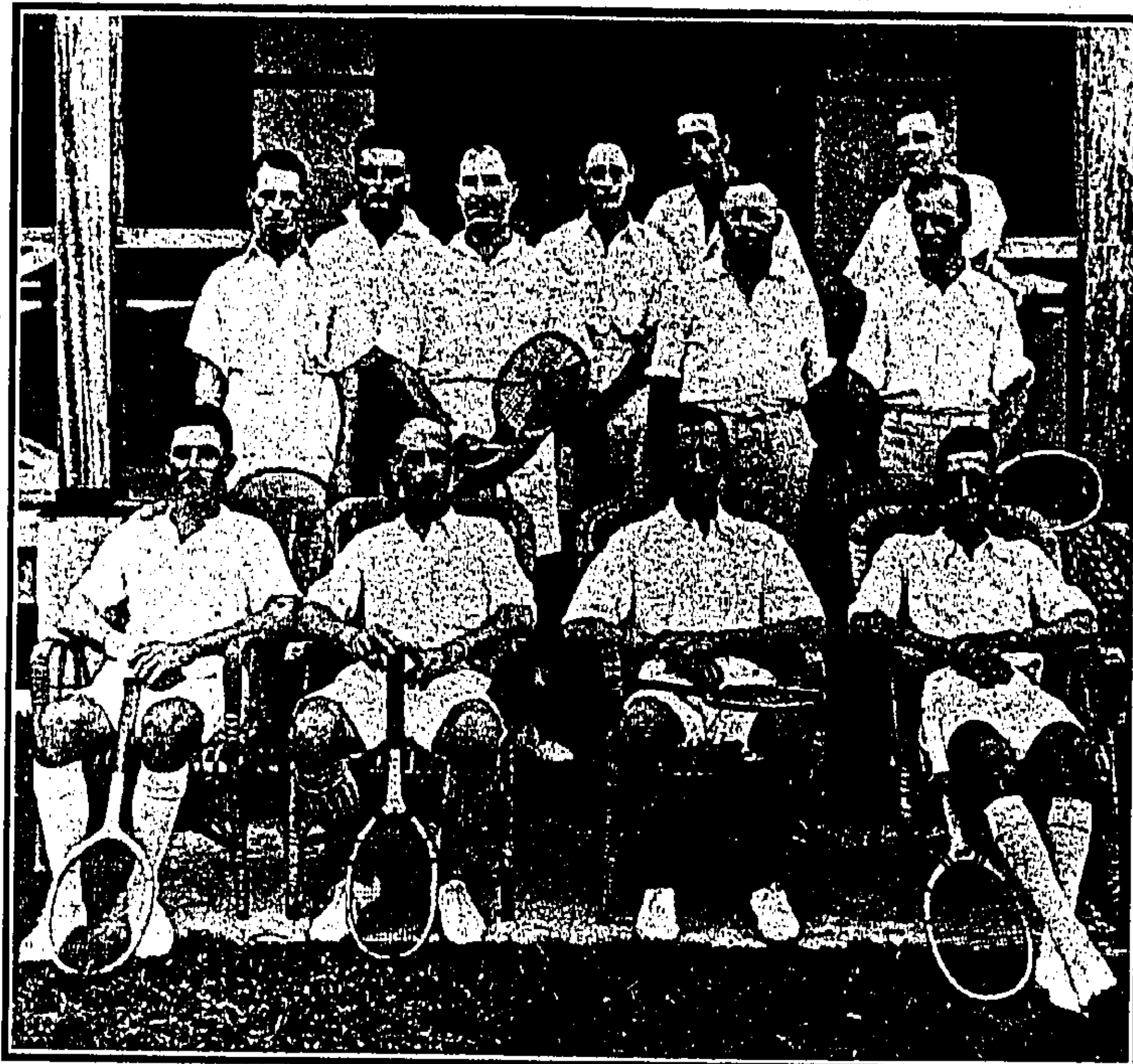
This picture gives a good idea of the start of the Chinese Harbour Race from North Point last Saturday. Several girls participated in the event. (Photo: Mee Cheung).



One of the competitors in the Chinese Harbour Race, which attracted many competitors, is here seen with a boat in close company. (Photo: Mee Cheung).



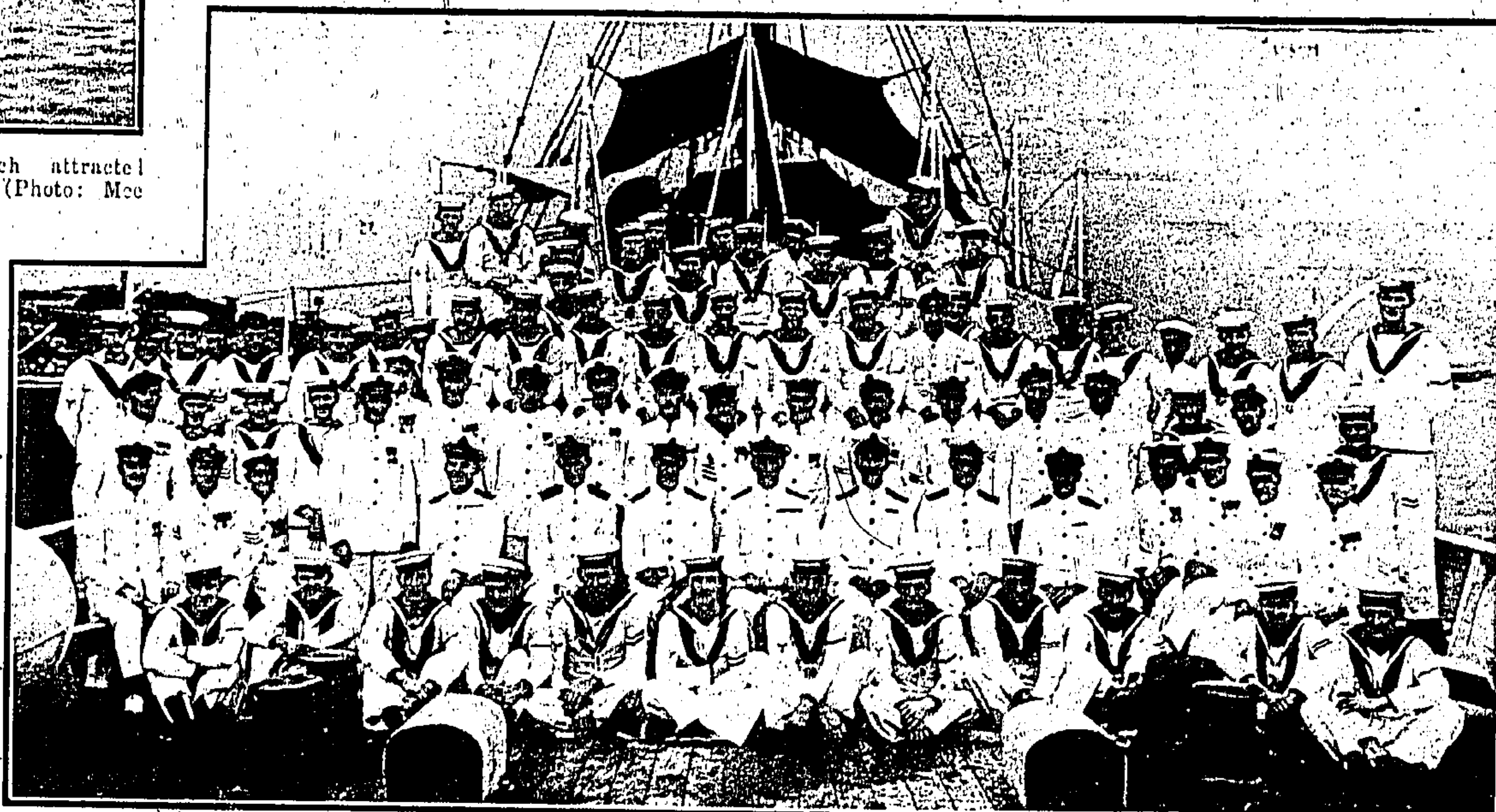
A Hamid, a well-known local swimmer. He is a keen member of the Hong Kong Police Reserve. (Photo: Mee Cheung).



H.K. Signals (winners) and 40th Co. R.E. and R.E. Services (finalists) in the Hongkong Area Tennis League. Left to right—Back row: S. M. Atkinson, L/Sgt. Palmer, Q. M. S. Guinan, Spr. Sabin, L/Cpl. Penny, Q. M. S. McCulloch, Sgt. Trumper, Q. M. S. Deane. Front row: Maj. Tosh, Col. Skinner, Lt.-Col. Wyatt, Lt. Martin. (Photo: Ming Yuen).



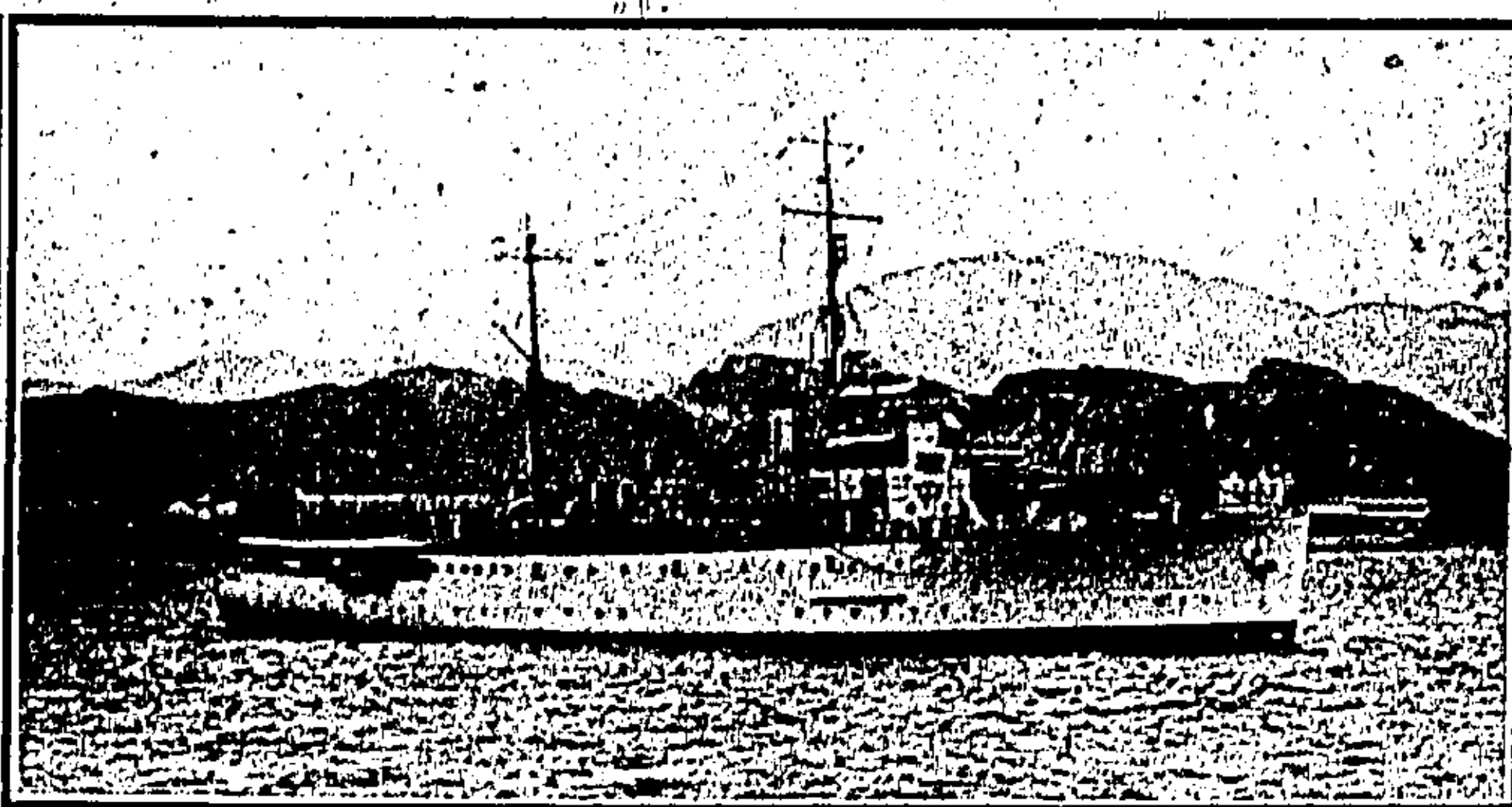
The Rev. L. N. Watkins, new Assistant Chaplain to St. John's Cathedral, whose special work here is to be at St. Peter's Church. He is a New Zealander and for the past two years has been on the staff of Leeds Parish Church. (Photo: Ming Yuen).



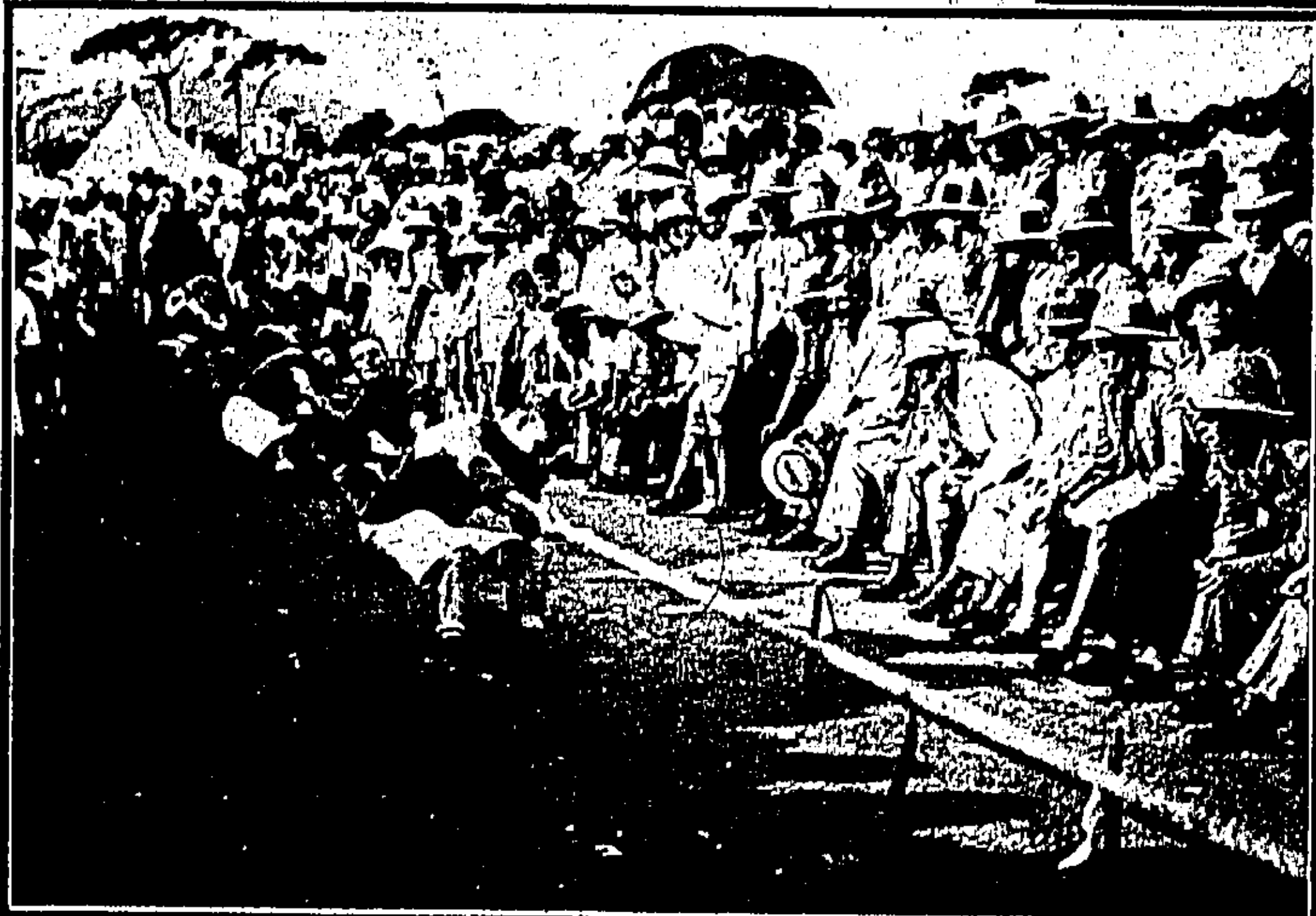
Handy men of the Royal Navy. A group just taken in Hongkong of the officers and men of H.M.S. Sandwich. (Photo: Mee Cheung).



A snap of the High Jump at the Volunteer sports on Saturday.



A picture of H.M.S. Sandwich, one of the new sloops forming part of the China Squadron. (Photo: Mee Cheung).



Men of the 20th Heavy Battery R.A., seen above, made a good effort to win the Tug-of-War at the Volunteer sports, but were beaten by the 3/15 Punjabis. (Photo: Mee Cheung).



At the Polo Ground last week, the No. 2 Gunners' team beat the No. 1 Gunners. The players are seen above. The winners were represented by Mr. Dangorfield, Mr. Horbage, Major Hewson and Mr. Walter, whilst the losers were Mr. Graham, Mr. Wolfe Barry, Mr. Burton and Mr. Sugden. (Photo: Mee Cheung).

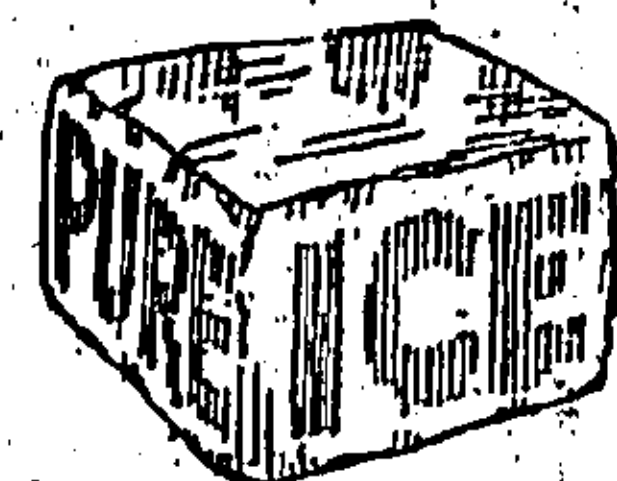


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THE ROCKIES AND PRAIRIES OF ALBERTA.



Our picture shows the varied scenery of Canada, with the vast horizons of its prairies, its golden wheat fields in summer, its lakes and mountains "50 Switzerlands rolled into one"—and its thriving towns. The Consolation Lake is seen, near Mount Fay, in the Rockies. (Times copyright.)

SCHOOL POPULARITY.

FEUD IN CALIFORNIAN COLLEGE.

Dorothy Tully has been elected as the most popular girl in California's San Mateo Junior College. She is not overjoyed, as she thinks this will interfere with her career at the University.

She says: "I wish my name had never been mentioned. I just know my future at Leland University will be ruined." She is pretty, vivacious, and does not like the crown she is forced to wear after election by the students.

Her election was the climax to an intense feud at the college—one that echoed in the State Legislature. When Assemblyman Roy Bishop attempted to pass a bill that would repeal the present law prohibiting fraternities and sororities in high schools, and junior colleges. His opponents, headed by Senator Herbert W. Slater, are emphatic in their efforts to keep the law as it is.

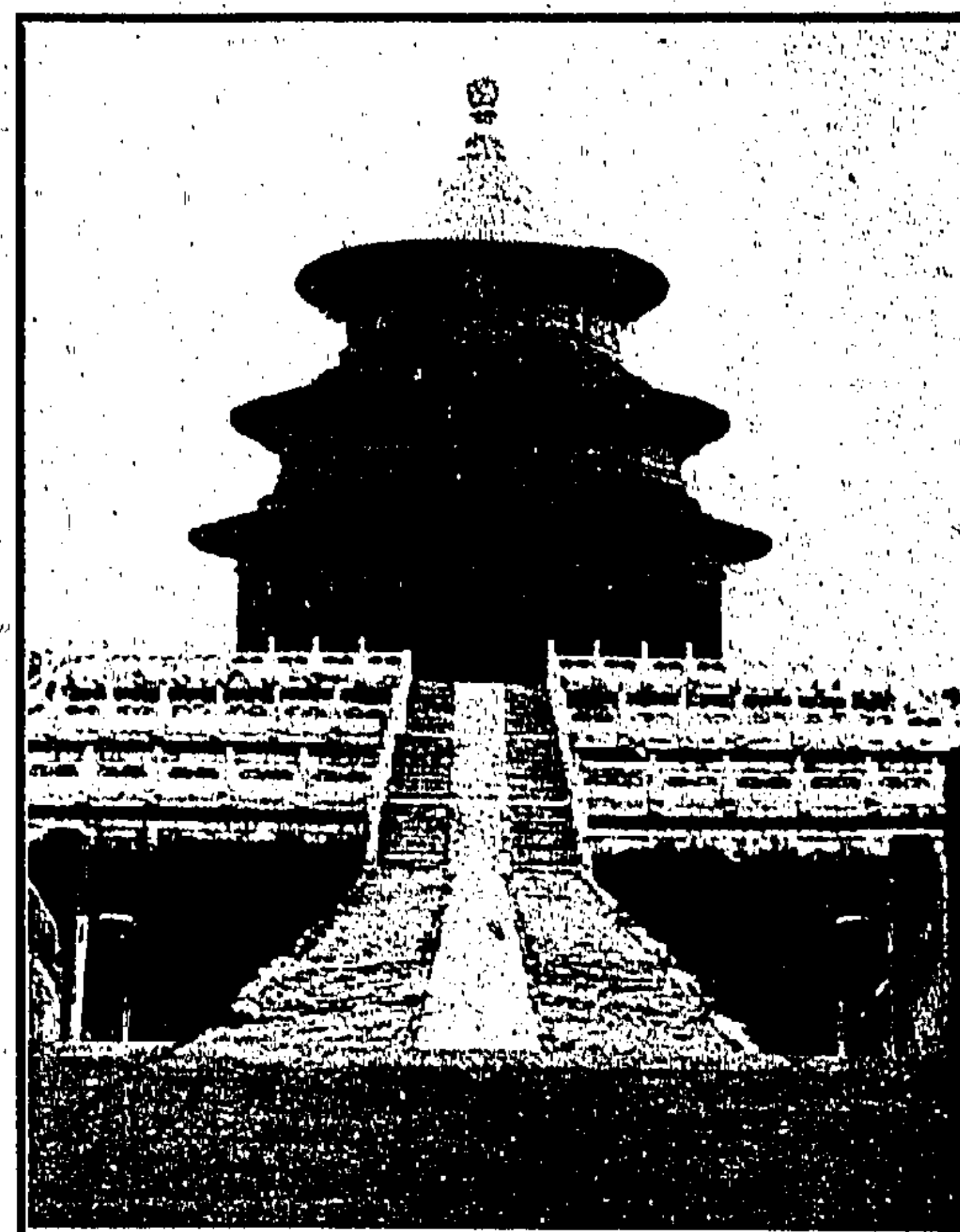
When Assemblyman Bishop introduced his bill to reinstate the student social societies, two fraternities at San Mateo revealed that they had enrolled the outstanding athletes, scholars and elite of the school. Parents and teachers were incensed in many instances and wrote letters to the Assemblyman that his bill would encourage snobbery and work hardships against students who weren't asked to join.

A popularity contest was the result of this outcry, and Edward Bauer, the editor of the school magazine in a series of articles, accused the objectors of being disloyal to the school.

For this he was waylaid on his way to school and stripped of his clothes. In the semi-naked attire he was forced to walk a long way.

The students who participated in this escapade were expelled and a strike threatened, but luckily Dean Hopkins came to the rescue and suggested a popularity contest as a distraction. An election was arranged, and though all the students did not vote, Dorothy Tully was named as the most popular girl.

HISTORIC PEKING: IV



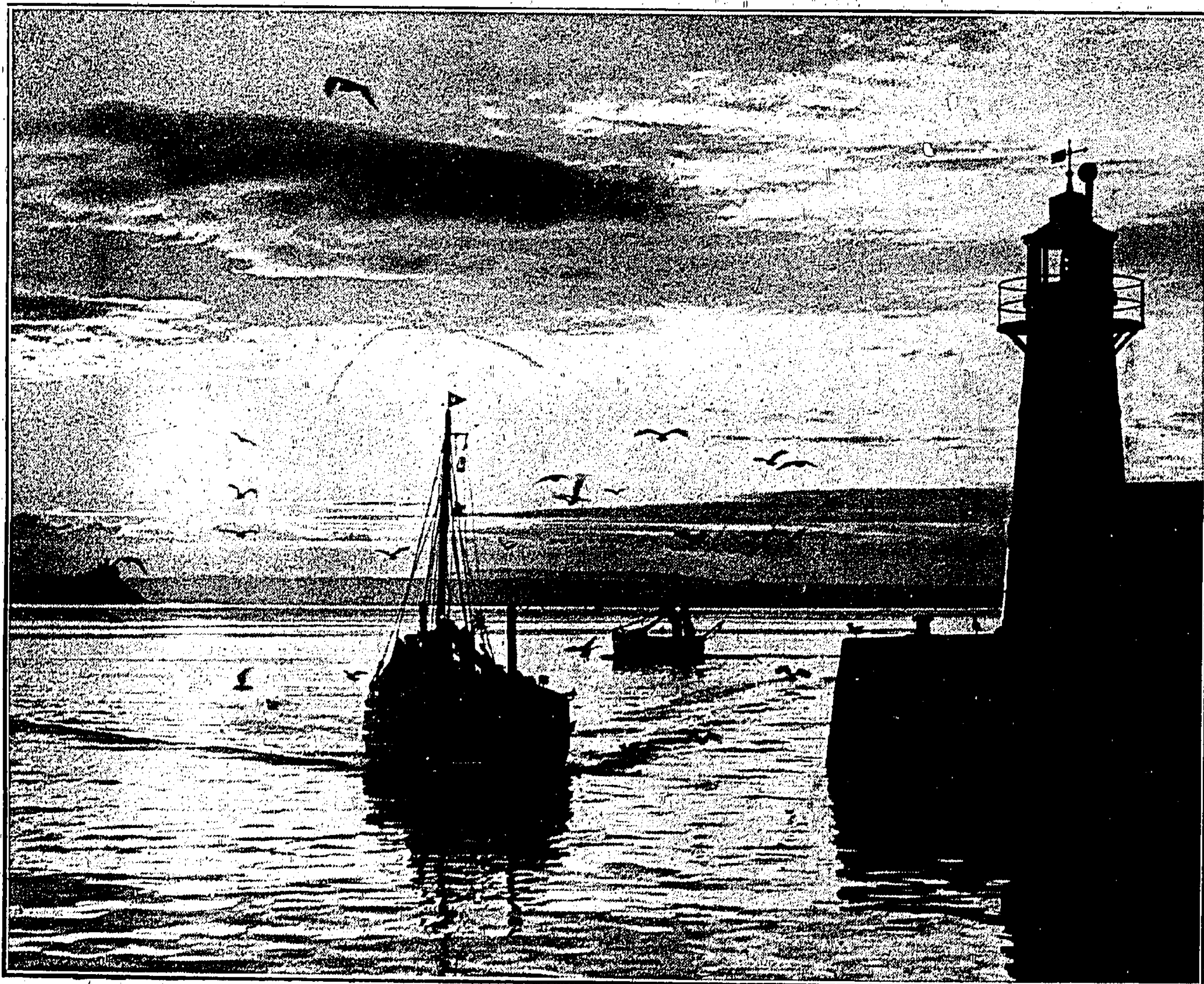
An excellent picture of the Temple of Heaven at Peking.

GLIMPSES OF NATIVE LIFE.



A New Territories lassie, "doing her bit," at Shatin. (Photo: W. Stone.)

THE CORNISH PILCHARD SEASON: NEWLYN HARBOUR AT DAWN.



This year the Cornish fishermen are having a better pilchard season than for many years past, fish being plentiful and prices high, the main demand coming from Italy. The boats collect at Newlyn from St. Ives, Porthleven, and other ports as far east as Looe, and fish mainly from near Wolf Rock Lighthouse. Our picture, taken by a staff photographer of the Times, shows boats returning to Newlyn harbour at dawn. (Times copyright.)

A FIRST NATIONAL STAR.



Alice White, one of First National's cleverest cinema stars.

Clothes for College

*American Styles
Are Greatly Influenced
By the Wardrobe
Of the Well Dressed
School Girl*



*Patou Prescribes
For Afternoon
This Dainty Frock
Of Black Crepe
And Vivid Pink.*



*Exquisitely Youthful
Is This Brayer Gown
Of Black Taffeta
Its Flowing Skirt,
Edged in Black Tulle,
Sweeps the Floor
Strass Embroidery
Adds the Color Note.*



*This Dressy Afternoon Frock of Curant Red Crepe,
Created by Mesdemoiselles de Saint Claire,
Has Many Points of Tremendous Chic and Beauty
An Ingenious Hemline . . . Slender Sleeves
Front Fullness . . . A Jaunty Scarf at the Neck.*



*Tollmann Chooses
Fine Black Jersey
And Black Braid
For This Graceful
Frock for Autumn.*



*Bernard Uses a Wool Mixture in Beige and Red
To Fashion This Fall Coat of Deceptive Simplicity
The Skirt and Sleeves Flare Slightly . . . Nutria Trims
Its Snug Collar and Not-Too-Ample Cuffs.*



AUTUMN clothes are varied and versatile, distinguished looking and elegant, feminine and smart. College girls will revel in the soft loveliness of the wardrobe fashion offers them for styles still favor the fine, lithe, college girl figure.

To be sure gowns are fuller, more intricate, given to greater length and more decoration, but still, somewhere along the line, all of the more correct costumes accent the slender silhouette.

The college girl's wardrobe trunk should contain at least a couple of the most wearable types of frocks, those that are distinctive, of good line and excellent material and workmanship, built for chic and endurance.

Next, there should be at least one fine serviceable tweed top coat. This should have a fur collar, preferably, or else be one of those extremely smart cloth coats that arrives at distinction because of its workmanship and fabric, not because of its trim.

For the girl who cannot afford many frocks, the chic black party frock is an excellent choice. Made on youthful lines, with dazzling touches of brilliant trimming, it sets off her youth to advantage, can be worn again and again without anyone's remembering each time it has appeared and stands up under many parties with a staunchness that does it credit.

Then, for lunch in town, for matinees, for afternoon parties and faculty teas, every college girl should have one afternoon costume, that is made of velvet, fine crepe, satin, brocade or broadcloth that, with beautiful accessories, to give her that feeling of perfect ease.

Sports frocks must be taken along, too. This season the college girl must have a pleated wool skirt or two, a tuck-in angora wool blouse and some kind of decorative cardigan or slip-over sweater that is colorful, youthful and pretty.

BLACK crepe fashions the black autumn dress, at the upper left, that is excellent for its charm and wearableness. It has touches of pink at its throat and cuffs, a fact of fashion that every black frock should note. It is not the all-black, but the black and delicate color combination that is chic now.

This Jean Patou frock illustrates one of the new notes of fashion, diagonal pleating. Both its front and its back features fine diagonal pleats that are a true decorative touch to flounce depth and then flare into fullness that Milady needs this autumn.

This frock has a charming collar and double tie arrangement using pink linen with the black. The flared cuffs ending the long sleeves have pink linen cuffs inside them, too. Both the collar and ties and the cuffs are removable—for that laundering that all lingerie touches demand quite often. A black patent leather belt circles the frock and a stunning black felt and pink crocheted wool hat tops it, a hat with a tight crown and a flaring, scalloped brim.

A DRESSY afternoon frock of currant-red crepe—a color that is as delightful in its delicate richness as it is new—is shown at the left center.

It is a model from Mesdemoiselles de Saint Claire and shows much ingenuity in its hemline. The manner in which it introduces fullness by front, side and back narrow panels of pleats is also new.

Its sleeves are long and narrow, buttoning clear to the elbow with very tiny buttons of the red crepe and loops of the same fabric. The neckline has a charming scarf that ties on one shoulder.

Perfect accessories for this are the twin fox scarf, the new off-the-forehead turban of gleaming black and the elaborate black quilted bag with its little monogram in brilliants on one side.

EXQUISITELY youthful and still very practical is the black faille taffeta evening gown, created by Bruyere, shown at the upper right. It is fitted by the use of many goes into a perfect princess line with great flare beyond the hipline.

Its extremely full skirt is edged with a deep flounce of black tulle, so that it really touches the floor all around in charmingly youthful-old manner and yet still seems quite short. The neckline is shallow in front. But a note of sophistication appears in its strass embroidered shoulder straps and in the elaborate embroidery in strass that decorates and outlines the rear décolletage.

With this the young girl of college age should wear brilliant slippers, perhaps cardinal red ones, with heels of strass.

FOR a beginning "wearable" frock, the college girl may find the autumn dress from Tollmann (right, center) in high favor. It is of the new, fine and firm black jersey, trimmed in novel and charming manner in black braid. Its line, trim, and entire character is very new and stunning.

In the first place it features the close round neck, similar to a "crew" sweater. There is a little round yoke to emphasize this, and the waist portion is slightly full where it joins the yoke.

The natural waistline and the fitted silhouette is achieved by means of several fitted bands, each joined to the other with black braid for emphasis. There is a complicated skirt that looks simple and straight-line. It has a foundation of a plain skirt, made wrap-around for fullness.

Over this three separate loose panel skirts fall, each panel edged with the braid. The sleeves are tight and long and have a touch of striped silk for their decoration, of crepe de chine in a charming black, green and white pattern. A scarf of this is attached to one shoulder and can be worn in any manner that the wearer desires.

BERNHARD and COMPANY sponsors the smart soft tweed coat in beige and red illustrated at the right.

It emphasizes the new silhouette, with side closing, one pocket and a decided flare to the skirt portion after the waist is fitted snugly. Its sleeves, too, flare slightly.

The coat is belted and trimmed with rich nutria. The little hat, which makes a charming accompaniment, is of a shade to match the coat's red flecking.

TO OUR READERS

We shall be pleased to receive photographs of interest for reproduction in this Supplement.

Hongkong Telegraph.

Pictorial Supplement

October, 5th, 1929.

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Summit

No. 28

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WE STOCK

Summit

COLLARS

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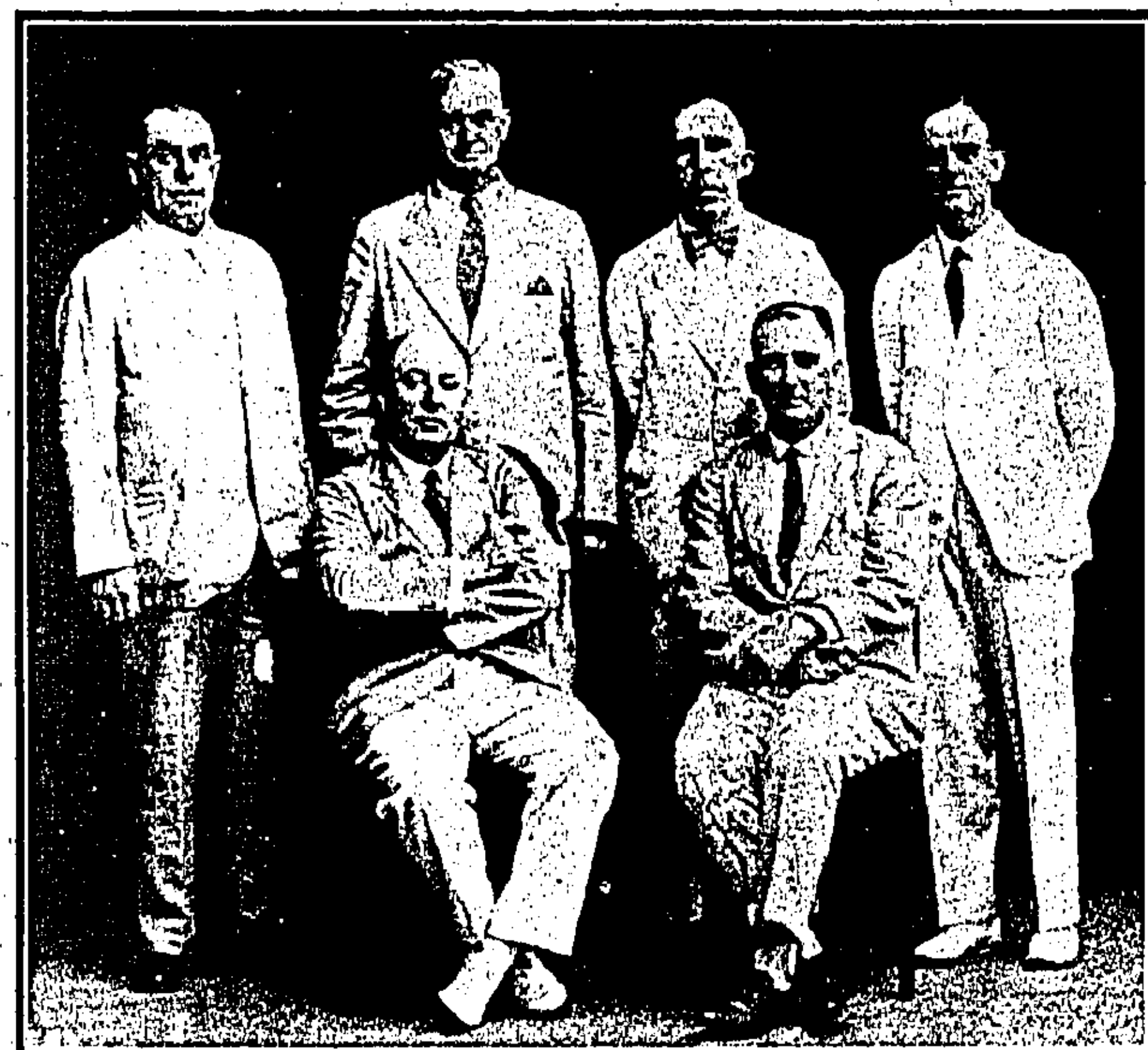
Mackintosh's



In the deciding match for the Lawn Bowls League championship, Craigengower defeated Kowloon Dock on Saturday by the narrow margin of two shots. The game was played on the K.C.C. greens. Above are the teams. (Photo: Mee Cheung).



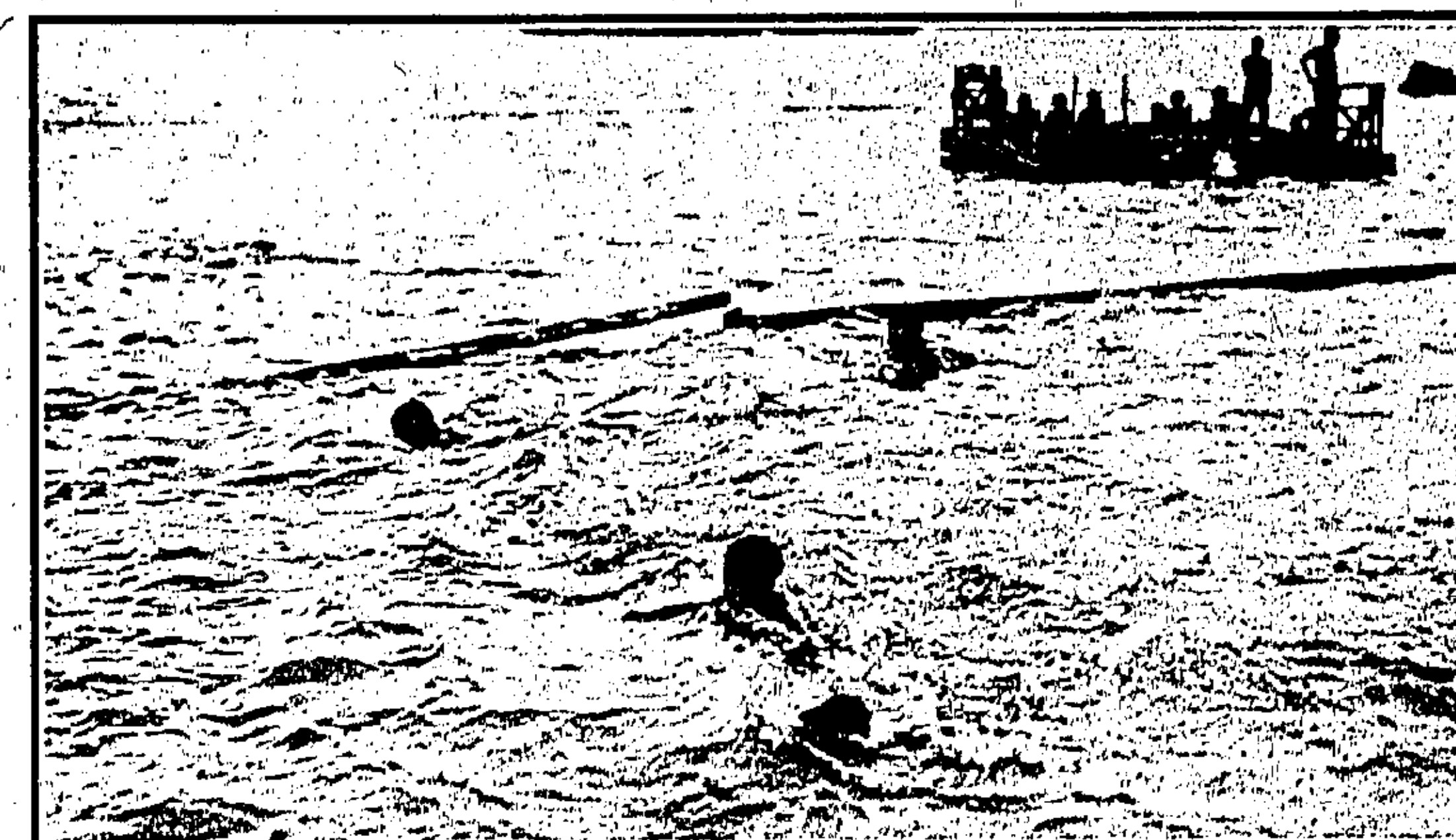
Mr. E. Ralphs presenting prizes at the St. John Ambulance Brigade aquatic sports held at the King's College swimming pool. (Photo: Ming Yuen).



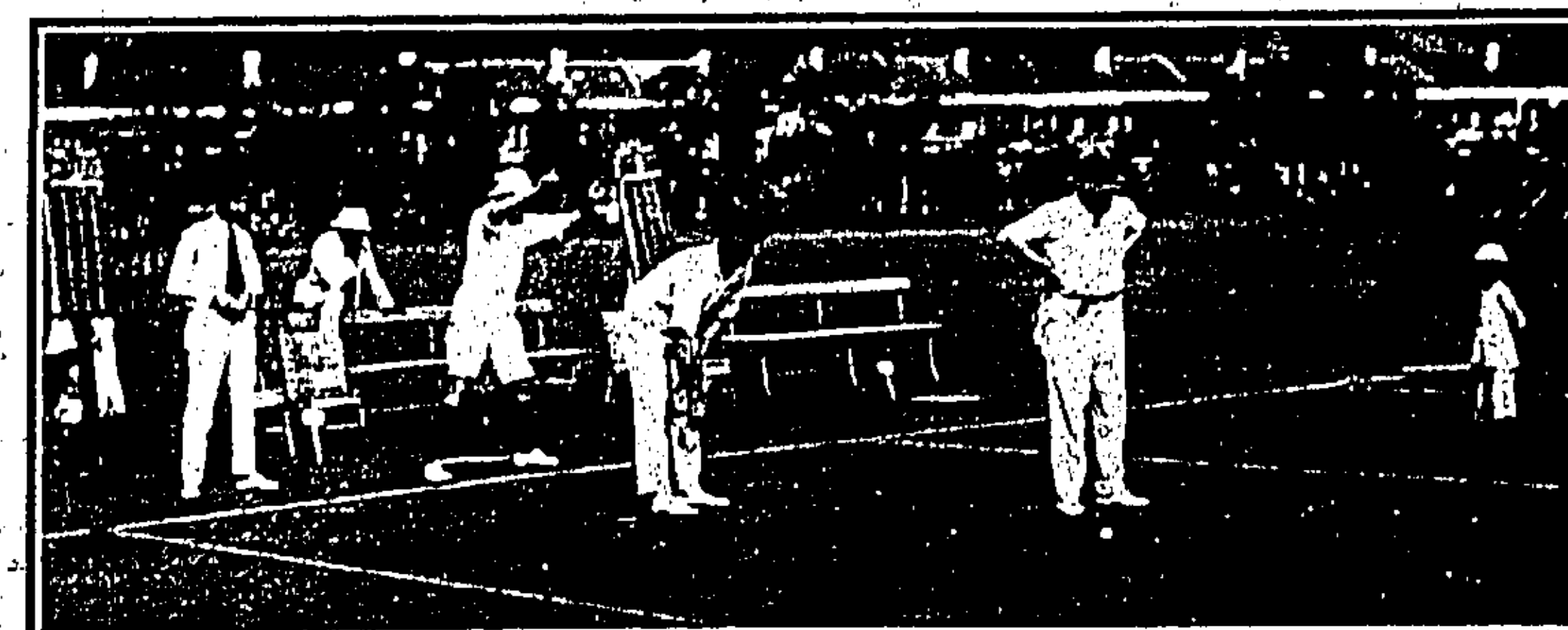
The Shanghai interport bowlers who meet Hongkong to-day. Left to right—Standing, E. Kerley, R. Dorrance, A. Jessiman and C. Glover; sitting: R. P. Phillips and A. A. Malcolm. (Photo: Mee Cheung).



A view of the St. John Ambulance Brigade aquatic sports in progress, showing the conclusion of one of the races. (Photo: Ming Yuen).



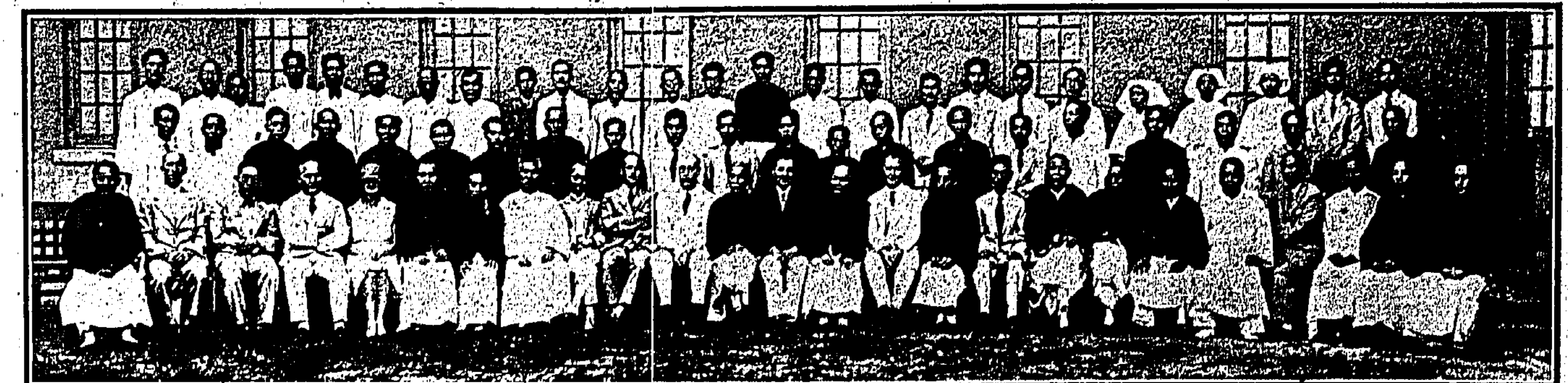
A race in progress at the Queen's College aquatic sports at the South China A.A. pool at North Point. (Photo: Mee Cheung).



Play in the inter-department bowls final in which the Police defeated the P.W.D. by 24 shots to 11. The game was played on the Police greens. (Photo: Mee Cheung).



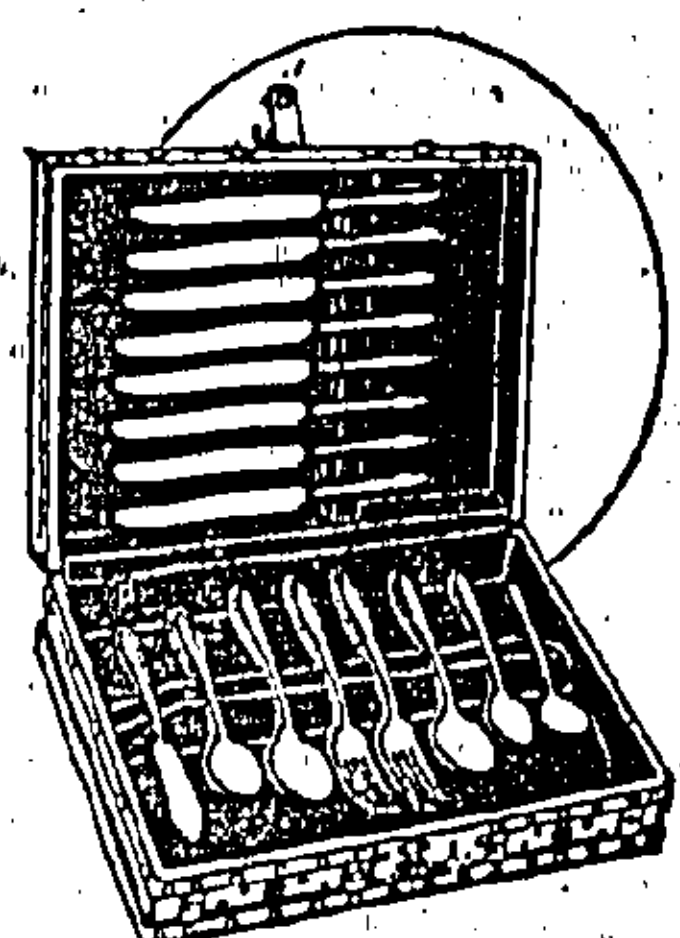
Group taken after the wedding, last Saturday, of Mr. Lim Seow-cheong, son of Mr. Lim Peng-siang, of Singapore, and Miss Chan Wai-fun, of Hongkong. The bridegroom's father is Chairman of the Ho Hong interests.



The above group was taken on Saturday, on the occasion of the opening of the maternity branch of the Kwong Wah Hospital at Yaumati, which has accommodation for 100 patients. The Hon. Mr. R. A. C. North, Secretary for Chinese Affairs, performed the ceremony. (Photo: A Fong).

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TO CHINA'S GREAT WALL.

Strenuous Journey Through Nan Kau Pass.



This view gives a good idea of the difficult character of the track throughout the Nan Kau Pass followed by the Morris-Commercial six-wheeler on its journey to the Great Wall.

A contributor has sent us the following interesting account of a remarkable journey undertaken in Northern China to test the capabilities of a Morris-Commercial six-wheeler. The route chosen lay through the Nan Kau Pass up to the Great Wall of China, and the accompanying photographs give a good idea of the formidable obstacles which the machine successfully negotiated during a journey of exceptional difficulty that has caused great interest all over China.

The Nan Kau Pass is the Khyber of China. From Peking the plains extend north for thirty-five miles and then open into the chain of

mountains beyond which lie Kaigan and the wide stretches of Mongolia. From the earliest times this pass has been the connecting link between China and Central Asia, either for trade or war, and it winds its way upward through old chains of fortification which crown ridge after ridge up to the Great Wall of China.

As with India, so it was with China; the invasions of the past were from the north, and it was to hold back the nomads of the interior, the Mongols and Tartars, that Ch'in Shih Huang, the first Emperor of a united China, collected 700,000 criminals and merchants (in those enlightened times the two

were classified together) and built the Wall. This was in the third century before Christ and at the time that Hannibal was operating in the plains of Italy.

The Wall and Its Object.

If the finished Wall is the most extraordinary of man's efforts in the world, the mode of its building must excel even the finished work for the Wall, which is 1,600 miles long and 20ft. high by 20ft. thick, and extends from the sea to the borders of Tibet, was built in three years. We believe in those days that we know something of organisation, but can we show anything to rival this effort when it is remembered that it was achieved without modern appliances, that it is largely as perfect now as when built, and that it is over two thousand years old? It is difficult to realise what it must have meant to maintain this army of workers, their food, and the manufacture and transportation of building material in a country of high hills, almost roadless, and watered only by an occasional stream or well. If we have learned much, we must have forgotten a good deal, or may it be that the difference between then and now is only that of the regard for human life?

Though generally speaking the object of the Wall was the withholding of invasion, yet it was directed against the invaders' ponies rather than against their riders. The Central Asians then, as now, were horsemen, and the Chinese have never been, and it was when the former were mounted that the Chinese feared them. The Wall in those days was garrisoned in each of its watch towers and communication was maintained with Peking by beacons, by which the garrisons of the plains were warned in time to concentrate on any threatened point before the invaders could get enough ponies over, or through, to continue their advance. Probably its most successful passage of arms was the defeat of the great Jenghiz Khan, who, though passing the Great Wall, was turned back by the Chinese on an inner line at Chu Yung Kwan, where the arch, is said to commemorate their success. Unfortunately for the Chinese, however, the invader had the wisdom only to feint again here, while he passed with his army at a point to one side, which the Chinese had forgotten to guard.

A Commercial Route.

But to come from war to peace. The pass still is the main route for the camel and mule and donkey caravans, travelling from the south with tea and other things and from the north with skins and grain. There are few camels on it by day, for they are not allowed then on the main route, for the mules object to them, while at night they are parked in different compounds. Though there is still a constant stream of animals over the pass, much of the merchandise is now deflected to the railway, which latter is a remarkable piece of engineering, constructed entirely by Chinese, British or American trained, and it is a notable feat of embankment, bridging and tunnelling.

The following description of the pass may be of interest, it is by Roy Chapman Andrews, of the American Mongolian Expedition, and appeared in a North China newspaper. His cars returned down the pass, on the outward journey they did not face it, but were sent up the pass by rail. "The Nan Kau Pass, where the Great Wall was built to keep the Mongol raiders out of Peking, very nearly kept us out also. The road was such a nightmare of rocks and boulders that I shudder even now to write about it. At any moment I expected to see some of the cars crash. How anything on wheels designed to travel on a road could stand the punishment those cars received was beyond my conception. But they kept steadily on, and at long last we came out on the road at the foot of the pass."

Start of the Trial.

So much for the scene of our trial. The pass has not, so far as is known, been previously climbed by any vehicle under its own power, either laden or empty. A few cars have been dragged over it with ropes in order that they might be sold in the plains beyond, but it has remained at that, and it was to try out the first Morris six-wheeler to arrive in North China that our expedition was organised. The load was its owner, either interested Britishers and two Chinese, and was made up to over a ton with sandbags. By fitting single in place of twin tyres the track was reduced to little more than that of the ordinary cart which is four feet wide. The wisdom of this was seen later in the pass, which in many places was only just wide enough for the vehicle to squeeze through.

We left the Wagon Lite Hotel in Peking after breakfast on April 5, and the thirty-five miles to Nan Kau village was done in about two hours without pressing, for the engine was hardly run in, so the journey was taken easily.

The first three miles is within Peking, which is an immense city, and the day started badly for the superstitious by our passing two funerals in all their brilliance of turnout

after which it was discovered that the Union Jack on the car's wing was upside down. That put right the Morris being above superstition, we went out past the Summer Palace, which was built by the late Dowager Empress out of a vote for the Navy. Late we went over two wooden bridges, which cracked uncomfortably under our weight, and then made a detour round a third which was under repair; these were the only incidents in a journey over a rather bad track in billows of dust.

Then came the Middle Ages, with a walled and fortified town, on entering and leaving which the car's permits had to be shown to an armed guard, while an executioner stood by with his sword of office and interested himself in the strange motor with its six wheels, slinging his sword over his back the better to examine it. There followed miles of rock-strewn road, an introduction to what was to come and then the small town of Nan Kau at the foot of the pass. We stopped in Nan Kau to fill up with petrol and oil, and started the ten-mile climb with our objective the pass-head and the Great Wall.

Road Conditions.

Now it can be said at the start that there is little in the pass to contend with so far as gradients or corners are concerned, and nothing to compare in either of these respects with for example, Judean Hills, in Palestine, over which mechanical transport operated regularly in the War. The worst gradient is little steeper than 1 in 6 and there is only one corner for which the reverse gear had to be used. The test of the pass lies in its surface, which is awful, for the rains have washed away the soil through the ages, leaving rounded boulders which stand up everywhere to a foot or more above what is left of the track, while these are reinforced by great stones which have rolled down from the hills above. For more than a mile the track led up the stream bed, and for miles it ascended in steps built at about every twelve feet and each one six to nine inches high. Frequent delays were caused by the strings of transport mules and other traffic which, for countless centuries, have used this famous pass.

The Morris ran faultlessly, creeping steadily up, over, or round the obstacles and rarely hindered by any. Twice only was it necessary to move a stone into the way of a wheel to provide a stepping stone by which to mount a boulder; otherwise the car asked for and received no help. Too much cannot be said for the virtue of the secondary gear box, for much of the climb was with the use of this, and in third gear, leaving always two lower ratios still in hand. Lowest gear was occasionally used, but only to enable a particularly bad boulder or step to be mounted, and then only out of consideration for the springs. The value of this extra box for saving the springs was one of the outstanding demonstrations of the run.

Our way wound up the magnificent valley, its hills crowned by successive chains of Wall till we passed round a last shoulder, across a bare ledge of rock on which the car must have stood over at 20 degrees, and we were in front of the Great Wall, through which we passed a moment later. Beer and sandwiches followed and a detailed look over the car, which was in perfect order. Then the start back was made.

The Return Journey.

The remainder of the run was an enforced speed trial, for dusk was coming on and the gates of Peking City are shut at night, and those that imitate the Unwise Virgins may remain till the morning. So the race started and the odds against lengthened when a wrong track was taken which ended in nothing, and the return of a mile had to be made. Later the wooden bridges which had cracked in the morning cracked again worse, but we were safely over with the driver's foot ready to stand on the accelerator if anything gave.

Beyond these delays and a slipping back in the villages, the speedometer set at a steady thirty, we were at Peking in half an hour under the time estimated, and the gates through the fifteen-yard thick wall were open. Some Chinese Army Transport was going in, and we were congratulating ourselves when the last of it passed through and the great iron bound gate swung to in front of the radiator. Government transport might go in after hours but we could not, for the closing time had been wrongly ascertained and the gate had, officially, shut an hour before.

So the engine was switched off and the linguists of the party set to work with the telephone while the nonlinguists returned to the beer and sandwiches, and after half an hour the gate once more opened and we were courteously told "You may pass with your carriage."

This finished an enjoyable day and an exacting trial of the Morris, which had behaved faultlessly. The time on the ascent of the pass had been five hours, less some three-quarters of an hour at least spent in taking photographs, and again at least twenty additional hants, with engine stopped, while frightened mules were filed past or recovered

SPITEFUL WALKERS.

Tyre Destroyers Spread.

CAUSE OF PUNCTURES.

Disgruntled lift beggars who have been refused a ride by motorists are blamed for being the cause of a lot of tyre punctures in U.S. Disappointed at being left, they work off their spite on motorists in general by throwing nails or anything that will harm tyres on the roadway.

The Californian highways authorities have a machine for clearing the roads of this litter. This is a large electro-magnet swung from a motor chassis. As it is driven over the road, the magnet attracts all iron objects near it and collects them in it. It exerts such an attraction for nails, horseshoes and fragments of steel or iron that they are sometimes jerked out when embedded deep in the road surface.

The "nailpicker," as it is called, travels about a thousand miles a month. Camping gear and provisions are carried, and the driver camps just where he finishes the day's run.

CROWNED IN JERSEY.

New Jerseys, with 391 motor vehicles per mile of state highway, has more cars of its own per mile than any other state in the Union excepting Massachusetts. New York has a mile of state highway for every 139 cars and Illinois a mile for every 146.

from their fright up the hillsides. The return down the pass had taken two and a half hours.

In conclusion lest this description, which centres on the Morris's performance, be attributed to ulterior motive, it may be wise to add that the writer has no interest, other than that of nationality, in that or in any other make of motor vehicle.



EXPERIENCE

new water enjoyment

YOU may have been water motoring many times . . . but until you are propelled at express-train speed over the water by a new Johnson Sea Horse, you haven't experienced real water enjoyment.

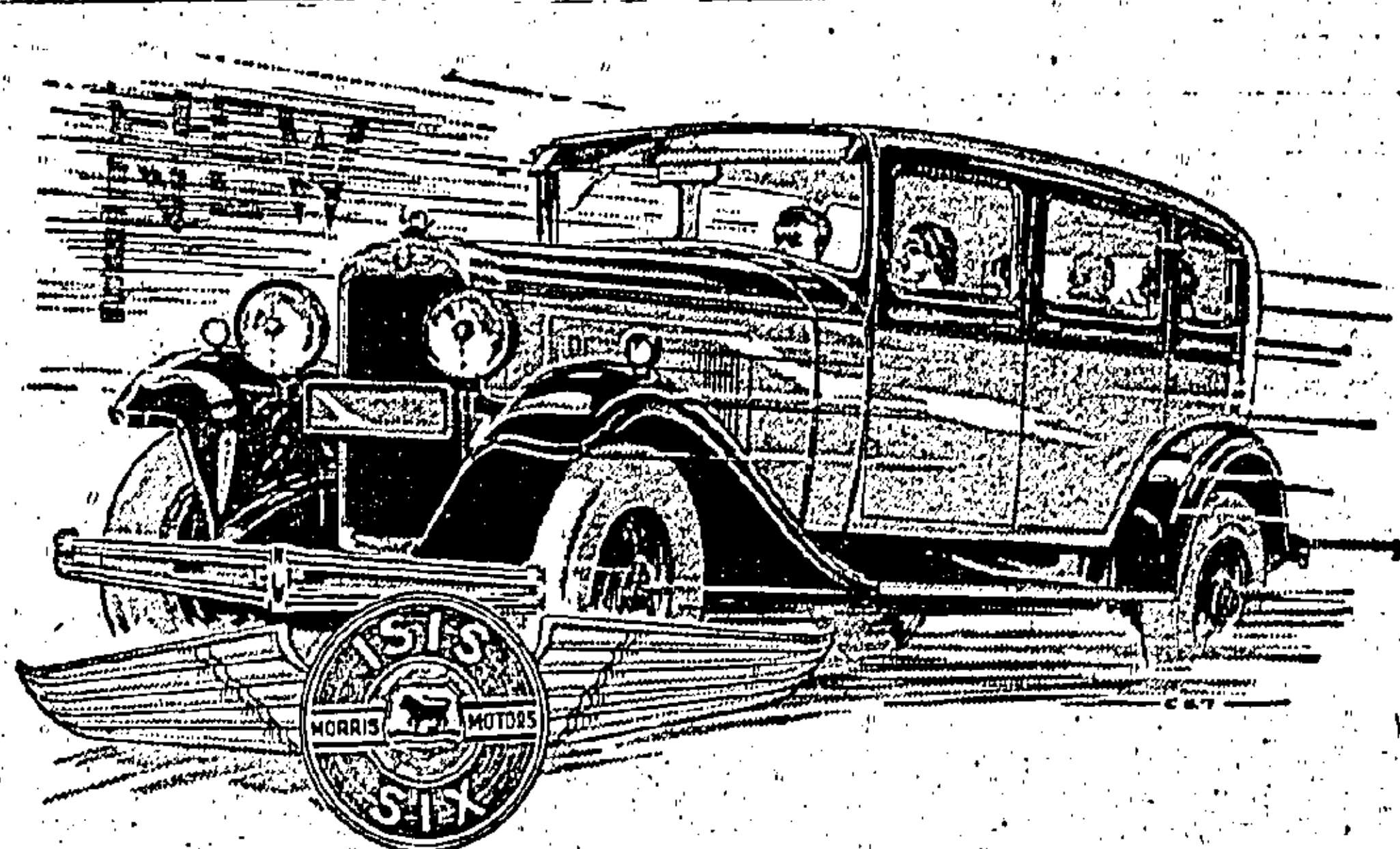
Here is a motor that does everything you expect of it . . . and more! It starts at the mere snap of your wrist . . . with the new Johnson Release Charger. It skims you over the water without exhaust noises or exhaust fumes . . . with the new Johnson Under-water Exhaust.

Power and speed, unequalled until now, are yours with a Johnson Sea Horse. The Sea Horses are truly the greatest contribution yet made to water enjoyment. They are here! See them!

For full particulars apply to—

ALEX. ROSS & Co., (China) Ltd.

Johnson
Outboard Motors



This Isis Six!

THIS embodiment of swift and tireless energy—an inspiration of fine coachcraft and perfect travel-ease; eager, smooth-flowing power, ready response to handy controls, charming, cellulose colour harmonies, world roadability; in fact all the most exacting could desire is yours in this sparkling, up-to-the-minute creation of the Morris Factory, greatest in Europe.

Eighteen H.P. (R.A.C.) valve-in-head engine. Internal expanding hydraulic four-wheel brakes, one-piece creakless body and chassis construction, low hung, yet with ample clearance. High-gear performance from a crawl to the sixties.

Deliveries from Oxford, England, now being made. Ask your Dealer for a trial run. Your order placed now will ensure early delivery.

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CAR OF HANDSOME BUILD
AND UNQUESTIONABLE PERFORMANCE—A CAR YOU
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ITS DIGNITY OF APPEARANCE
—AND GLAD TO OWN FOR
THE SAKE OF ECONOMY.
AND THAT CAR IS THE

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IT IS BUILT BY THE FAMOUS
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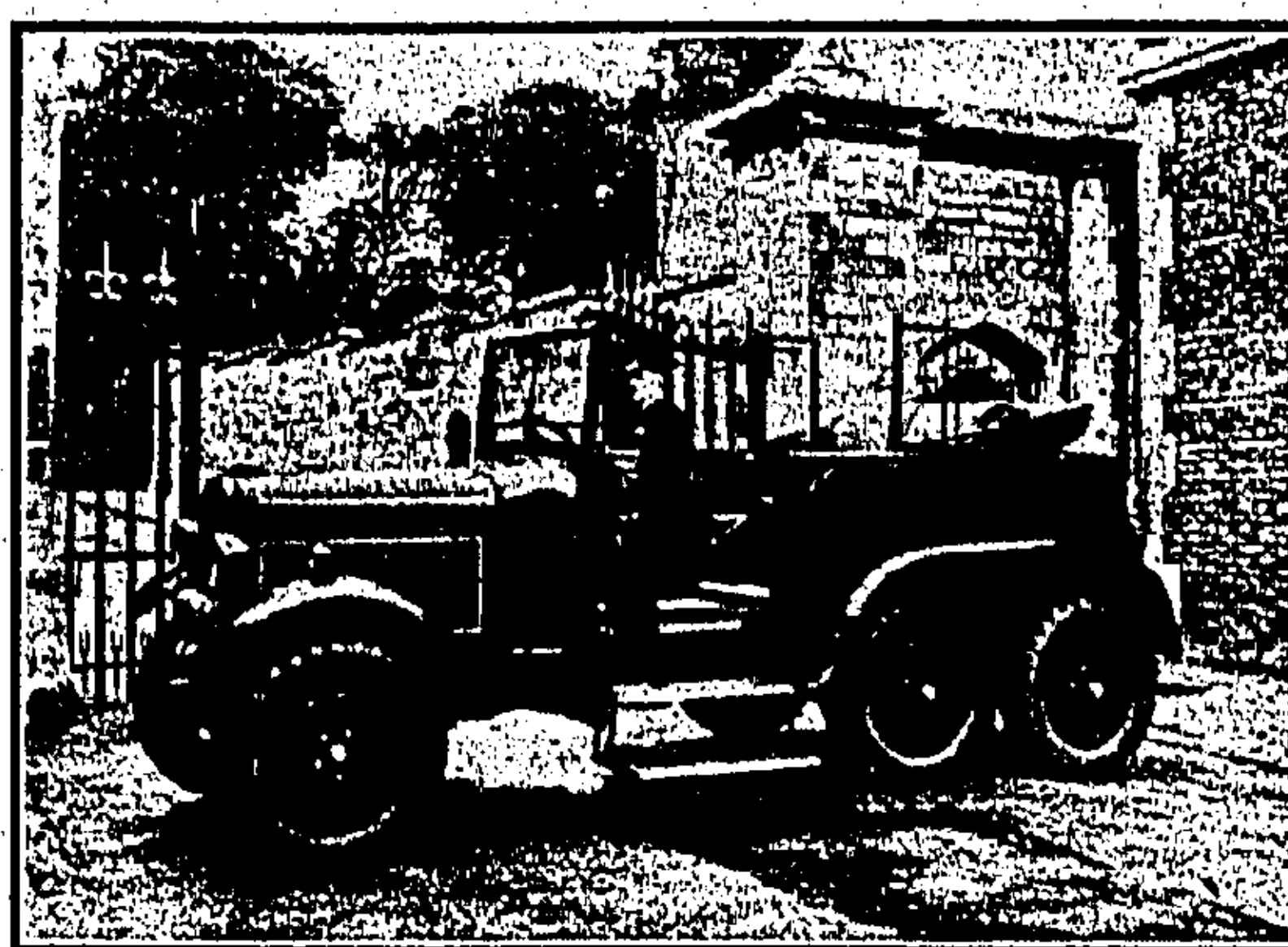
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DEAL DIRECT.

A SIX-WHEEL CAR FOR THE KING.

"Go-Anywhere" Vehicle for the Moors.



One of the most pleasing assurances of the King's restoration to health is the delivery to His Majesty at Sandringham of a special type of six-wheeled touring car, particularly intended for the conveyance of the King and his guests to the moors when His Majesty resumes shooting.

It is anticipated that the King will also find the new vehicle particularly serviceable in visiting his home Park farms at Windsor, on the Royal estates at Sandringham, and in other inspection work which he carries out with such personal thoroughness.

The new car is a British production throughout, and is of an original type. The chassis was designed and constructed by Messrs. Crossley Motors, Ltd., and the coachwork by Messrs. Hooper & Co. (Coachbuilders) Ltd.

It is essentially a go-anywhere vehicle. In it His Majesty will be able to travel in comfort over rough or broken ground, loose sand, or ploughed fields. Very steep gradients may be mounted in ease and without disturbing noise. Although the car has been specially designed for service under abnormal and arduous conditions, it is a thoroughly practical vehicle for travelling over ordinary roads. The chassis has, in fact, attained a speed of 60 miles an

hour during its trials in Derbyshire. It has also the advantage of being particularly easy to drive and to maintain.

Unique Coachwork.

The body is of a special four-seater open type. In the rear compartment is a seat for two, it being anticipated that Her Majesty the Queen will frequently travel in the car in company with the King. An adjustable sloping footrest, extending across the whole width of the body and controlled by a handle adjacent to the seat, is provided. The car has two doors. On the near-side are folding steps which close automatically when the door is shut. A fixed step is fitted on the off-side.

Beside the fixed driving seat in front there is a seat arranged to fold forward under the scuttle.

The upholstery of the car is in blue waterproof leather throughout, the cushions and squabs being of plain type, neither pleated nor buttoned. Weather protection is provided by screens of Triples glass to both rear and front seats, and by an easily erected hood of black waterproof material.

The tool compartment at the rear of the body accommodates special tracks which may be used for facilitating the movement of the car over particularly soft ground.

The detail equipment of the car is interesting. It includes a speedometer and a clock in the rear compartment and two electric cigar lighters.

The car is finished in the Royal colours on the cellulose principle. The Heraldry comprises the Royal Crest encircled by the Collar of the Order of the Garter and surmounted by the Royal Crown, these being emblazoned on the doors.

Two Gear Ranges.

The six wheel Crossley chassis provides a design of much interest. The engine has a rating of 19 h.p. The gearbox is a very distinctive unit. It provides four forward speeds (and a reverse) for normal use. With an auxiliary gearing system giving further extra low gear range of four speeds for use under extreme conditions. The gear ratios provided by the two ranges are as follows:

Normal Range:—	
1st speed	22.58 to 1
2nd speed	15.6 to 1
3rd speed	11.07 to 1
4th speed	8.0 to 1
Reverse	22.58 to 1
Extra Low Range:—	
1st speed	30.33 to 1
2nd speed	22.4 to 1
3rd speed	14.18 to 1
4th speed	10.0 to 1
Reverse	30.33 to 1

The gearbox is built in one unit with the engine. The gears are controlled by right-hand levers, there being a safety catch for the reverse.

The clutch is of the single plate type. Power is transmitted to the back axle through a propeller shaft the back axle assembly being of the wormgear type with bevel-pinion type differential. It is interesting to observe that all parts of both driven axles are interchangeable, with the exception of the worm shafts.

Provision for Rough Going.

In order to secure safe and comfortable running of the car over such abnormally rough ground as is found on farms and in shooting expeditions, special attention has been given to the transmission system. The propeller shaft has mechanical universal joints at each end which are specially designed to permit large variations at the axle position. The extension shaft which connects the

ITALY FOR SPEED.

No Limit on New Highway.

100 MILES PER HOUR!

There is no speed limit on Italy's new super-highway or "autostrade." Ninety or 100 miles an hour is not uncommon for the bigger cars capable of holding that pace. These modern highways are straight, flat, unintersected and reserved exclusively for passenger automobile traffic. More than 200 miles of these super-highways have already been opened and a half dozen branches from the main arteries are under construction or projected. On the superhighways, crossroads are separated by bridges and viaducts. Strong fences along the right-of-way keep out pedestrian intruders. There are no angular turns. The roads vary from twenty-four to forty feet in width. A telephone service at frequent points make it possible for the unfortunate motorist to call for service.

EXCLUSIVE ROAD TAX.

Gasoline and tobacco taxes will be used to construct the roads in Mexico's \$40,000,000 highway campaign. This tax will be devoted exclusively to roads, and taxes from other sources will not be utilized for this purpose.

two rear axles is also of special design. Torque rods are provided to remove all torsional loading from the rear springs.

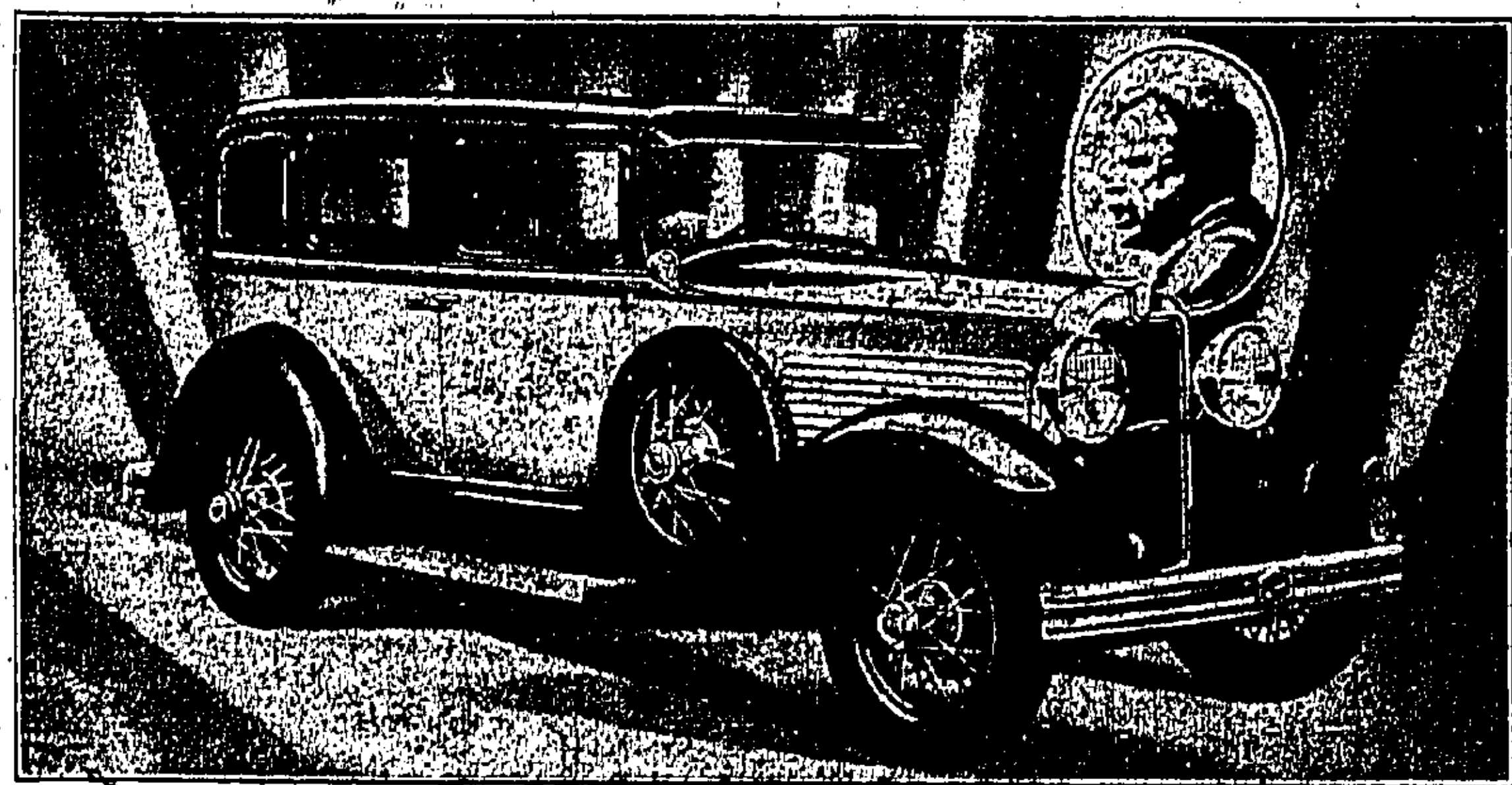
The hand and foot brakes are each of the internal expanding type, and operate on drums attached to the rear wheels. Four-wheel braking is available either by hand or foot operation. The brakes are fabric lined, and the shoes are interchangeable. Suspension is by semi-elliptical springs in front, and dual inverted semi-elliptical springs at the rear. Steering of the worm and complete wheel type is employed. The petrol tank has a capacity of 15 gallons, and a reserve supply is brought into use by a tap. The radiator is of the gilled tube type, cooling water being circulated by a pump. Electric lighting and engine starting are provided.

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A Car for all Marmon-built.

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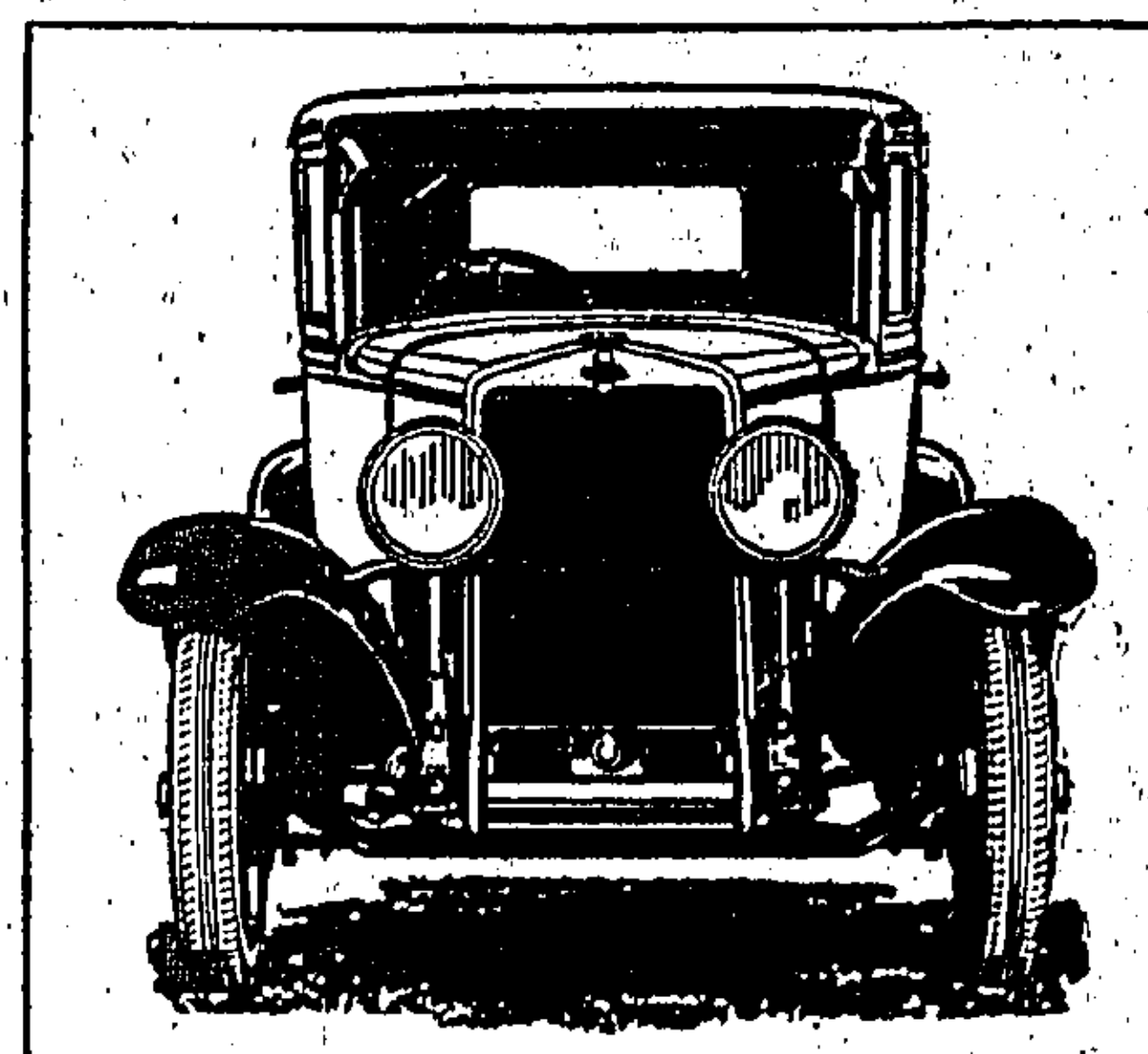
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Take the wheel of a New Chevrolet—to-day. Drive it where your fancy leads—through beautiful woodlands, up hill, down dale, and along speed inviting stretches—and you'll understand why so many thousands of motorists acclaim it "The Outstanding Chevrolet of Chevrolet History." No one ever dreamed it would be possible to provide in the price range of the four such sensational performance.

And Chevrolet performance becomes even more impressive when you learn how little fuel is necessary to carry you miles and miles—and the longer you own your New Chevrolet—the more evident does Chevrolet's traditional economy of upkeep become.

One of the many noteworthy features that contribute to this sensational and economical performance is the New Accelerating Pump. It enables you to run on a leaner mixture, but when power in abundance is needed a sudden step on the accelerator supplies the extra fuel necessary for utmost efficiency.

Let us take you for a ride—anytime to suit your convenience.

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The Outstanding Chevrolet of Chevrolet History

STATIONARY SPEED.

Stroborama's Wonders.

MOTOR MAKERS USE IT.

What would you think if you stepped up to a seemingly motionless electric fan to inspect a printed slip pasted to one of its blades, only to have your hat blown off while you read: "This fan is making 2750 revolutions per minute?"

NOTICE

TO

ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

ing 2750 revolutions per minute?" This is one of the surprises of the new engineering laboratory of the Graham-Paige Motors Corporation. The illusion of motionlessness in the rapidly whirling fan is produced by the stroborama, a marvellous device that enables mechanical motion, and to learn how various units and parts behave at different speeds.

Its effects is this: If a man were, in a dark room, with an instantaneous flash of light illuminating his watch every 50 seconds, the second hand of the watch would seem to be motionless, because he would see it always in the same position. If the light flashes every 61 seconds, the second hand of the watch would seem to advance only one second in each minute. With the electric fan running at 2750 r.p.m., the light is adjusted to flash 2750 times a minute. Consequently, each blade is seen in exactly the same position at each flash, so that the fan seems to stand still.

Synchronised Flashes. By speeding up or slowing down the stroborama flashes, the apparent speed of the fan can be regulated so that its action can be studied in slow-motion movies. This is of the greatest value in analysing the motion of machinery at high speeds. For instance, it solves the problem of determining whether valve springs are performing regularly and evenly, and whether the valve tappets are remaining in contact with the cam surfaces at high motor speeds.

DRASTIC MOTOR LAW CHANGES.

Higher Penalties for Dangerous Driving.

The first report of the Royal Commission on Transport on the control of traffic on roads, recently published, is, as far as the motorist, both private and commercial, is concerned, the most important official document that has yet been issued. Among the drastic recommendations are:—

There should be no general or special speed limits for motor cars or motor cycles, provided all wheels are fitted with pneumatic tyres, and with regard to speed limits for mechanically propelled vehicles other than motor cars and motor cycles certain alterations should be made in the present law. Motor omnibuses and coaches, if all wheels are fitted with pneumatic tyres, should be permitted a maximum speed limit of 35 miles an hour. Goods vehicles, if not exceeding 2½ tons unladen weight and if all wheels are fitted with pneumatic tyres, should be allowed a maximum speed limit of 30 miles per hour. These speed limits should be rigorously enforced.

The penalties for dangerous driving should be considerably increased. There should also be penalties for minor offences, of a definite character, such as failing to observe a road sign.

New Definition of "Drunk."

There should be a new definition of the offence of being drunk while in charge of a car.

Every applicant for a driving licence should be required to make a declaration as to his physical fitness to drive.

The qualifying age for a motor cycle licence should be raised from 14 to 16 years, and in the case of a goods vehicle which exceeds 2½ tons unladen weight or of a public service vehicle, the driver must have attained the age of 21 years.

Persons driving animals on a road after dark should be compelled to carry a light.

All cars with headlamps to carry a dipping or swivelling device, which it would be an offence not to use.

The case for compulsory third party insurance is so strong that an attempt must be made to deal with it. The holding of an insurance policy should be a condition precedent to a vehicle being licensed.

Road authorities should provide foot-paths on all new and reconstructed roads and on all old roads where none now exist, and where the width of the road renders it possible.

Controlling Traffic.

The Commission are of opinion that legislation on the subject of the general control of traffic on roads is long overdue, and should be enacted without delay. "The present statute law on the subject, passed many years ago when motor traffic was in its infancy, is obsolete, and many of its provisions are generally disregarded." They also point out that the sooner an obsolete law which is clearly no longer applicable to present circumstances, and which public opinion refuses to support, is repealed or amended the better.

Referring to accident, they pay a tribute to the "great care and skill exercised by the drivers of omnibuses in London."

In their opinion the Minister of transport should be empowered to order an inquiry into the cause of any accident in which a motor vehicle is involved, and such an inquiry should be obligatory in the case of any accident to a public service vehicle in which the death of a passenger is involved.

More Severe Penalties.

With regard to the abolition of all speed limits for motor-cars and cycles, they believe that this would render the law against driving to the danger of the public exceeding-

ly important, "particularly as we realize that, in their present condition, it is not possible on many roads to drive with safety at high speeds. The law at present is defective in that the penalties are not sufficiently severe, its administration has also been exceedingly defective, in some places, owing to the disinclination of Benches of Magistrates to inflict anything beyond small fines."

The penalties for dangerous driving should be greatly increased. It is recommended that fines should be raised to a maximum of £50 in the case of a first offence and £100 in the case of a second or subsequent offence with imprisonment as an alternative in either case; upon a second or subsequent conviction the licence should be automatically suspended for a period of not less than six months.

In addition, it is suggested that if any person fails to draw up at a white line in towns where there is traffic control, or passes an island or central lamp-post on the wrong side, or fails to go "dead slow" on approaching a major road from a minor road, or fails to slow down or drive cautiously through a danger zone, or fails to do the same when passing during school hours a warning notice indicating a school, he should be guilty of an offence. Any person guilty of the offence should be liable to a fine not exceeding £20, and in the case of a subsequent conviction, to a fine not exceeding £50, or to a term of imprisonment not exceeding three months. "In all the above-mentioned cases the charge of dangerous driving may be brought against the offender if the circumstances warrant."

Pillion Riding.

It is also recommended that the Minister of Transport should be given power to make regulations regarding pillion riding on motor cycles.

An important recommendation is that which concerns the actual roads. It is suggested that all roads throughout the country should be graded in accordance with their degree of importance and at road junctions, etc., traffic on the roads of lesser importance should give way to traffic on the more important road. On the minor roads, conspicuous notice boards should be erected at such junctions, bearing the words "dead slow". The adoption of this recommendation should not relieve drivers on the more important road of responsibility for caution at road junctions.

Road signs should be uniform in design and intention and not more than are actually required should be erected. The duty of erecting them should fall on the Highway Authorities, subject to the supervision of the Ministry of Transport.

They also consider that the use of automatic light signals should be encouraged to relieve the police.

"Code of Customs."

In conclusion, they recommend that the Ministry of Transport should issue a "code of customs" for the education and guidance of users of the highway. The Commission attach great importance to this last proposal, which was first brought to their notice by Sir Arthur Stanley, who appeared on behalf of the Conference of Motor Organizations and was subsequently elaborated by other witnesses including representatives of the Automobile Association, the Royal Automobile Association, and the National Safety First Association.

They think that in the course of time these customs, though in some cases not possessing the force of law, will become universally respected and obeyed, and would do more to ensure safety than any legislation.

TYRE DETECTIVE.

Machine Which Mimics Roads.

TYRE WEAR CAUSES.

Interesting data about tyre wear and its causes is provided by Mr. L. J. Lambourn, M.Sc., A. Inst. P., A.I.R.I. (Sc.), of the Fort Dunlop Research Laboratory.

There is considerable difficulty in obtaining definite data about tyre wear if the research is confined to tyre service on the road. In comparing one tyre with another, speed, the type of driving, the type of car, the kind of road surface, the weather, the air temperature, all vary so much that it is not easy to get accurate results.

In order to wipe out all these variables, a special machine has been developed and patented in which conditions representative of rough roads, wet roads, roads covered with dust, quick acceleration, can all be reproduced and controlled.

The relation between abrasion, or wear of tyres, and slip, which, of course is always taking place when tyres are running can be quite accurately determined.

Approximately, the rate of wear increases not in direct ratio to the slip, but rather as the square of it up to values of about 25 per cent. Above that value, the relation is approximately linear.

As showing the accuracy with which the machine and road results can be compared, samples of the actual trends of tyre wear made into test wheels while the real tyres were run under average conditions and the rate of wear of the tyre on the road and on the machine was compared.

The value of a hundred, being taken to represent the standard tread compound, the following results were obtained:—

Relative Wear.

On the road	On machine
100	100
130	139
142	150
225	200
93	95
117	117
92	92

Other tests, on the road, showed that one tyre on a car ran 8,400 miles during December, to March while another, used during April, May and June, ran only 6,000 miles. Another test, in which two exactly similar tyres were run at the same period on the rear wheels of two cars of the type, showed that the rate of wear on the one run on rough roads was twice that of the other, run on tarmac.

Two tyres were again run on the rear wheels of a touring car and a sports car respectively. The tyre on the touring car ran for 5,000 miles under average conditions, but the other tyre was worn to this same extent after running only 350 miles at an average of 90 m.p.h. on a racing track.

Considering fast touring speeds, the rate of tread wear on tyres which average 60 m.p.h. was found to be about 0.17 mm. per 1,000 miles and this is about twice the rate of wear of tyres run at an average speed of 30 m.p.h. Above 65 m.p.h. the increase in wear is very rapid.

Excessive toe-in has a very bad effect and it has been found that a toe-in of an ¼ of an inch should not be exceeded, otherwise the tyre will not last its full life. A tyre run with a toe-in of ½ inch was nearly worn out after 3,700 miles. Another with a toe-in of 1/16 inch has run 9,000 miles and is not yet nearly worn out.

Tests made for wheel slip with a motor cycle combination showed that on a cross country run at normal speeds there was a total slip of only 1½ per cent, but on a rough road a short run at 62 m.p.h. gave a slip of 4½ per cent, but on a rough road a short run at 62 m.p.h. gave a slip of 4½ per cent. By a further increase in the slip, for rapid acceleration a slip of 16 per cent was obtained. In a similar "getaway", measuring the slip on the first 23 yards only, it amounted to the very high figure of 42 per cent. If the slip be doubled, four times the amount of tread rubber will be worn away.

It is of interest to note how the wear of tyres varies according to the season of the year, partly due to the wetness or dryness. For instance, the rate of wear of a large quantity of tyres in July of three successive years was 9/10 m/m per thousand miles, while in January of the corresponding years, it was only 6/10 m/m per thousand miles.

HIGH TAX.

A special session of Florida's legislature passed a six-cent gasoline tax on motorists. South Carolina is the only other state carrying such a heavy tax.

BUSINESS INCREASING.

The value of United States automotive shipments to Uruguay last year was nearly \$5,000,000. This is about seven times the figure of 1922.

CLIMBING IN TOP.

Motor Cycle Exports.

BIG BRITISH GAINS.

The flourishing condition of the British motor-cycle industry is shown by the following export figures. The May returns of this year, at £609,751, are even greater than those of April, and the increase over the corresponding

month last year was £181,470. The total for the first five months of this year shows an increase of £340,768 on last year's figures. Imports stood at only £1743. Below are shown the export figures for the month of May in 1927, 1928, and 1929:—
Motor cycles, including parts and accessories: 1927, £378,874; 1928, £478,231; 1929, £609,751.
Five months' total from January to May inclusive: 1927, £1,421,498; 1928, £1,908,308; 1929, £2,249,071.

MONET-GOYON

THE GREATEST MOTOR CYCLE VALUE.

THE MACHINES WITH

AN INTERNATIONAL REPUTATION

for

RELIABILITY, SPEED, COMFORT

fitted with

VILLIERS 2-STROKE SUPERSPORT ENGINES

and

M.A.C. 4-STROKE SUPERSPORT ENGINES

Ask for easy payment plan.

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THE DAILOK MOTOR Co.

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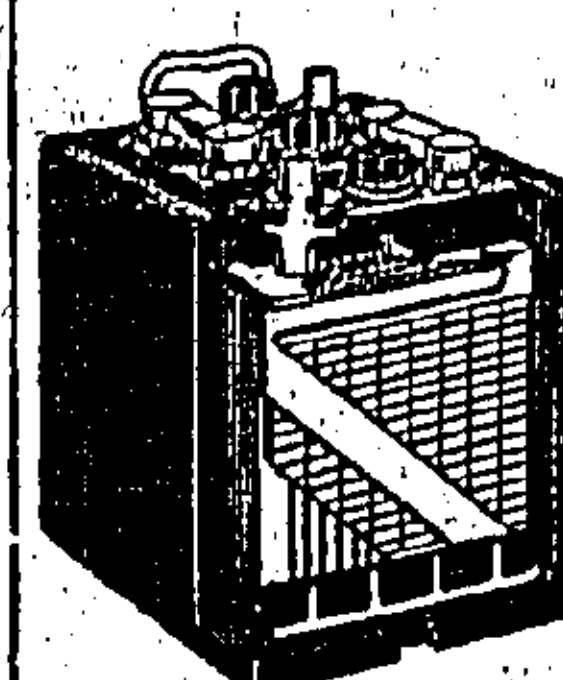


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		For your car		DIMENSIONS IN INCHES		EACH		GROUP	
		W. H.							
VOLTS	AMP. HOUR CAPACITY AT 5 AMPS	TYPE	CASE	W. H.	PRICE	REPLACEMENT	GROUP		
6	15	63 MR.	RUBBER	4 1/2 X 3 1/2 X 6 1/2	\$16.00	CYC	4		
6	20	A 611 RF	RUBBER	9 1/2 X 7 1/2 X 16 1/2	27.00				
6	30	A 613 J	"	8 1/2 X 7 1/2 X 16 1/2	31.00				
6	40	A 611 SF	"	9 1/2 X 7 1/2 X 16 1/2	39.00				
6	100	A 615 J	"	10 1/2 X 7 1/2 X 21	40.00				
6	112	A 615 SF	"	10 1/2 X 7 1/2 X 21	45.00				
6	135	A 615 SF	"	11 1/2 X 7 1/2 X 21	53.00				
6	140	A 617 SF	"	10 1/2 X 7 1/2 X 21	53.00	CAD	3		
6	150	A 617 SF	"	13 1/2 X 7 1/2 X 21	60.00				
12	125	125 R.H.H.	Wood Special	For 509X519	50.00				
12	50	A 172 SF	"	12 1/2 X 7 1/2 X 21	54.00				
12	92	1211 SHK	"	17 1/2 X 7 1/2 X 21	85.00				
6	72	611 B	Special	8 1/2 X 7 1/2 X 21	22.00				
6	85	613 B	"	"	22.00				
6	100	615 B	"	10 1/2 X 7 1/2 X 21	25.00				



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"EXCELSIOR"

THAT CANNOT BE EXCELLED IN

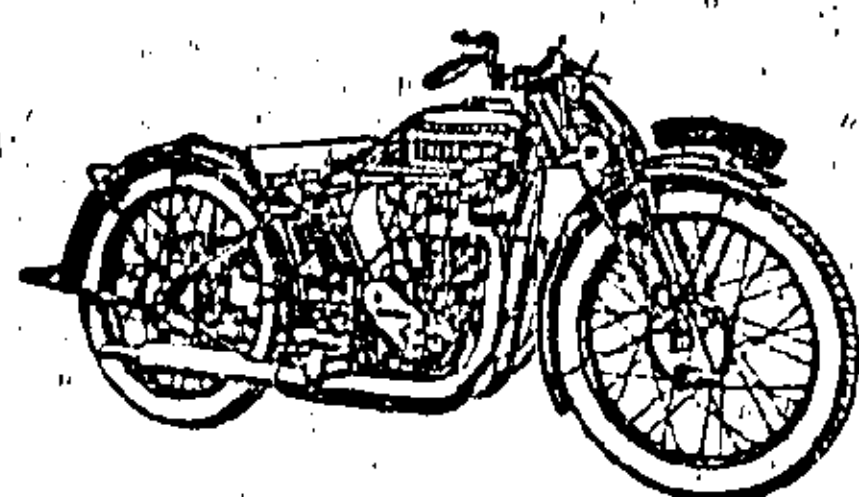
Reliability and Economy

The purchaser of "Excelsior" knows when he buys this machine that it is a motor cycle whose performance is a foregone conclusion—the reliability of which has been proved in every kind of trial or test and under every condition of road or track, and its price is so low that it cannot be beaten.

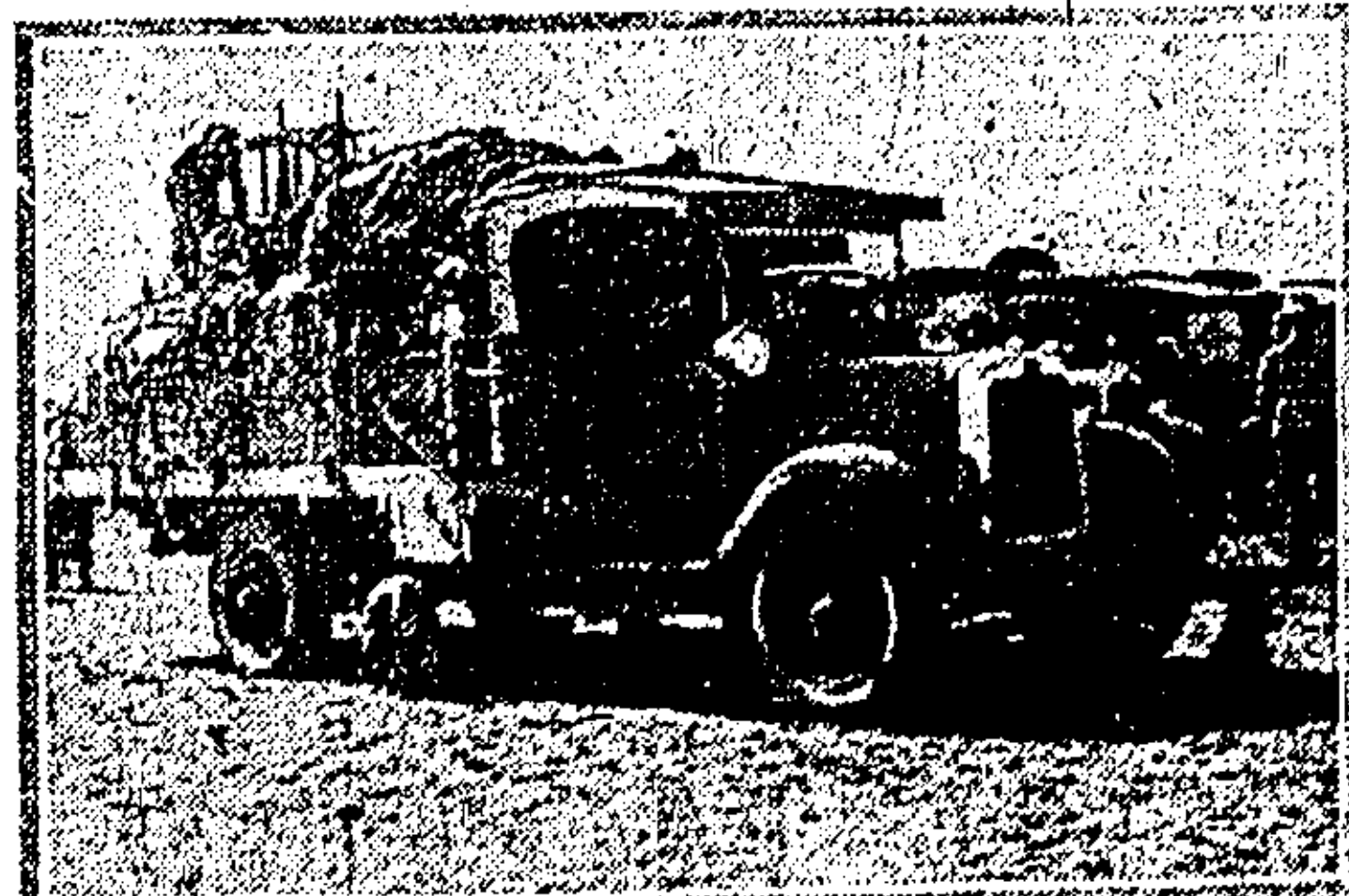
Apply for particulars.

THE SINCERE CO., LTD.

SOLE AGENTS.



BACK TO THEIR NATIVE LAND



The Anglo-Boer farmers prepare to return to South Africa. A General Motors Truck loaded at Zwartkops Drift, ready for the journey south.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH
FITTING NEW WRIST PINS.

This is really a job for the service station, where arbor presses and special reamers and fixtures are found, but some of our correspondents have called for instructions regarding this work. Ordinarily it is preferable simply to remove and discard the old pins and bushings and replace them with new standard ones, but sometimes it is thought best to get oversize pins and ream out the old bushings to fit them. The following suggestions may be helpful: Be sure locking devices are removed before attempting to remove bushings. Take care not to spring or crack pistons, when driving bushings out of or into place in them. Avoid battering bushings when forcing them in. And be sure the oil holes and locking holes are placed right in reaming out bushings to roundness for appropriately oversize pins, be sure that the expanding reamer will work without chattering and that it is so guided as to keep the axes of the holes perfectly true. The smoothness of the reamed holes and the exactness of the pin's fit in them is of great importance. If the pin turns too hard in a bushing the bearing surfaces will rough up and cut out rapidly beside causing the piston to slap. A very light drive fit or a snug hand fit is the best general recommendation that can be given. A pin that turns in the piston bosses and is stationary in the rod, is

forcibly pressed or driven into its hole in the rod. Too much care cannot be taken in replacing the locking device, which secures the pin in the piston or fastens the rod to the pin for if this gets loose, one end of the pin will probably work out against the cylinder wall and wear a groove in it, which will spoil the cylinder and necessitate reconditioning its bore and probably that of all the others.

Rusted Nickelled Parts.
Question—Please inform me of some substance or mixture that will remove rust from nickelled parts of a car.
Answer: We cannot do so. When rust-forms on such parts, it does not form on the nickel plating, but upon the steel surface from which the nickel coating has come off and the only remedy is to have the part re-nickelled. The rust can, of course, be scoured off, but as the steel is exposed, it soon forms again. Nickelled parts, which have been subjected to blows or other hard usage, very often rust at the points where the nickel coating has been knocked off and while the use of metal polish temporarily improves their appearance, they never remain permanently bright again. Inferior nickel plating frequently scales off, even though there is no hard usage. The best jobs have a plating of copper over the steel, with the nickel deposited on that.

Backfires and Stalls.
Question: My car makes a

popping noise in its carburetor and the engine stalls, when the choke is not pulled out and even when the engine is warm, it frequently stalls when I step on the accelerator suddenly. What is the remedy for this?

Answer: Drain your vacuum tank and carburetor bowl to remove possible water and dirt, and clean the strainers at tank and carburetor. If this does no good, have the carburetor adjusted for a slightly richer mixture. Use all the heat on your carburetor that can be obtained. Cover the radiator partly or otherwise arrange so that the circulating water shall run fairly hot. If none of these measures suffice, please write us again.

Gasoline Saving Attachments.

Question—Is there any virtue in the little device known as the vaporizer, which is attached to the carburetor? Do you think it capable of doubling the gasoline mileage and preventing carbon formation?

Answer: We are not familiar with the details of this particular device, but if you will forward a circular of it, we will give you an opinion concerning it. If this is one of the devices which act to furnish auxiliary air to the mixture, after it is delivered by the carburetor, we do not believe you would find it of any value, assuming that your carburetor is a good one and is already adjusted to give as lean a mixture as practicable. Devices of this type, when used with carburetors that are adjusted altogether too rich, do improve the gasoline mileage, while the engine is calling for very little mixture, but they have practically no effect at the larger throttle openings. In so far as they correct over-richness, the tendency toward carbon formation is reduced. These devices have little value in connexion with carburetors that are so designed and adjusted as to give a properly proportioned mixture at all ranges of speed and throttle opening.

PROSPERITY DUE TO AUTOMOBILE.

Washington, D. C., Aug., 20th.—Where a quarter of a century ago automobiles were a luxury to be indulged in only by the rich, to-day they are the property mostly of labourers and artisans, according to the Committee on Recent Economic Changes of President Hoover's Unemployment Conference.

This is because manufacturers have catered to the majority in the last decade of the automotive industry and, by producing cars within the range of the poor man's pocket book, have enabled him to enjoy this modern luxury, the committee reports.

Twenty years back automobile manufacturers catered to the minority in producing high-priced cars. For that reason sales were limited and poor people were unable to buy cars. Now that is reversed and figures gathered by the committee show that 35 times as many medium-priced cars were produced in 1925 as were produced in 1907.

A table prepared by Dr. Ralph C. Epstein of the University of Buffalo, for the president's committee, shows that in 1907 a total of 13,285 low-priced cars, 14,427 medium-priced and 8,672 high-priced cars were produced. At the end of 20 years this had changed to 3,271,015 low-priced cars, 508,023 medium-priced cars and 77,965 high-priced cars.

A special survey was taken by the committee to determine the class of people buying automobiles. This survey shows that labourers and artisans, purchasing

more than 23 per cent. of the cars sold in a certain district, bought the largest percentage, salesmen and clerks bought 20 per cent. and were second in order, bankers, manufacturers, brokers and merchants were third with 18 per cent. and farmers, with a little more than three per cent. were last on the list.

To give some idea of the amount of public investment in automotive vehicles as against paved roads and other related industries, Professor William James Cunningham of Harvard University reports that more money is invested in the former, more people are employed and it is more prosperous despite the fact it is a much younger industry than the latter.

With the increase of their popularity and reduction in prices, automobiles are offering increasing competition to railroads.

"The steady decline in railway passenger traffic since 1920 is evidence that the competition of motor vehicles is severe," Cunningham states. "The railway loss has not been in the long-distance passengers. Nor is the railway loss in suburban traffic. The railway loss is confined almost entirely to the traffic on local trains between adjacent cities or on secondary or branch lines."

"To meet the competition, railways bought automotive equipment. The railways, either directly or through subsidiaries, early in 1928 operated about 1046 motor coaches over 10,519 route miles, and the service is expanding."

BAD FOR THIEVES.

Automobile thieves are not prospering. Ninety-three per cent. of the automobiles stolen annually are recovered, according to the California State Automobile Association.

BRITISH MOTORS' EXPORTS.

British motor sales are steadily increasing. Exports of British motor vehicles and parts from January to March, 1929, totalled £2,060,528. For the same period in 1928 they were £2,555,138.

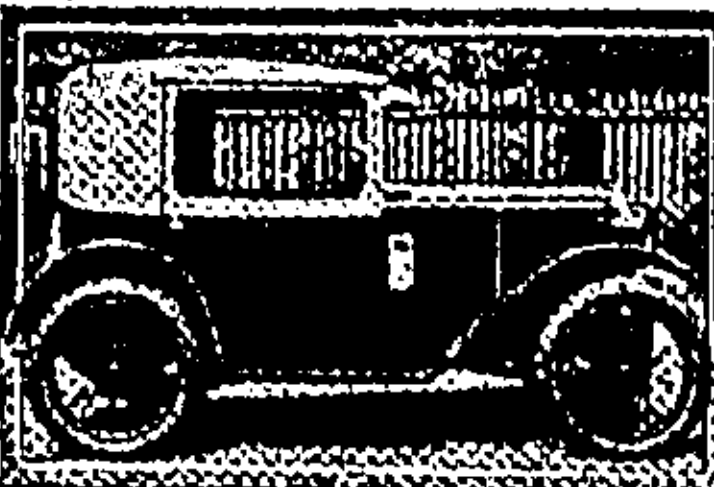
The Only

EXCLUSIVE AUSTIN MOTOR CAR SERVICE SHOP IN HONGKONG!

AUSTIN OWNERS

Phone Central 3714.

AND ASK FOR GETZ—HE WILL ATTEND TO YOU PERSONALLY, PROMPTLY AND COURTEOUSLY.



Every Job—Big or Small—is directly supervised by Mr. Getz.

THE IDEAL MOTOR CAR CO.
LOCKHART RD. NEW RECLAMATION—WANTCHAI.

THE MOTOR UNION

INSURANCE CO. LTD.

Incorporated in England
(Under the auspices of the Automobile Association)

GRANTS SPECIAL PRIVILEGES TO MEMBERS OF THE H. K. A. A.

For full particulars apply to:—
THE UNION TRADING Co., Ltd.
York Building. Phone C. 587.

HUSH-HUSH MOTOR BOAT.

120 M.P.H. Boat.

WEIGHS FIVE TONS.

A lightly built girl, dark haired and bronzed, wearing a blue beret and tawn costume, standing 5 ft. and weighing less than nine stone, came speeding down Southampton Water to Cowes and landed at a secret shipbuilding yard which has housed her £25,000 motor-boat for four months.

She was Miss Betty Canstairs, the millionaire's daughter with big financial interests in oil, who has spent £60,000 in three years to attain her ambition to be the first motor-boat racer to travel at over 100 miles an hour.

Miss Canstairs's craft has a maximum speed of 120 m.p.h. Mr. Gar Wood's vessel has an estimated maximum speed of 130 m.p.h. Both boats are skimmers, or one-step hydroplanes, which ride on the water and do not cut through it.

The international trophy is another British cup which America has retained since she captured it at Cowes in 1920.

All British.
The vessel is all-British, even the cedar of the hull being imported from British Honduras. 25 ft. in length with a beam of 9 ft. 6 in. She has three Napier 1,000-h.p. engines mounted in the hull in a triangular form. The drive is through a single gearbox to three propellers.

Segrave's 1,000-h.p. Miss England is a "light car" in comparison with this boat. Not only the material, but also the brains that planned it are all-British. The designer is Mr. A. H. Hawker, a native of Chatham, now resident in Canada. The bottom of the boat is 4½ in. thick and the hull ½ in. The framing is in one piece, bent from gunwale to gunwale.

All the under water part is chromium plated and painted with graphite to reduce friction, and from stern to stern is as smooth as plate glass. Sliding over the water at 100 miles per hour she will make less wash than an ordinary Thames motor-boat of 6 h.p. travelling at six knots.

The craft is so huge that it will take Miss Canstairs and two assistants to drive her.

Miss Canstairs will sit centrally in the aft cockpit steering the dual synchronized rudders, one aft and one forward, with a wheel like that of a powerful car, and on either side of her will be an assistant, one to watch the 15 recording instruments, and the other to work the controls under her direction. The noise of the three engines in operation is so great that orders from Miss Canstairs will be made through a sensitive microphone fitted with headphones.

Despite her speed and her five tons weight her control is so delicate that she can be steered without great physical effort and she can turn in a space as wide as the Piccadilly roadway.

One of the greatest problems will be protecting Miss Canstairs from the enormous wind pressure induced by the speed of 110 m.p.h. which she hopes to attain, a speed at which the wind pressure is strangling.

THE GREATEST BUICK OF THEM ALL

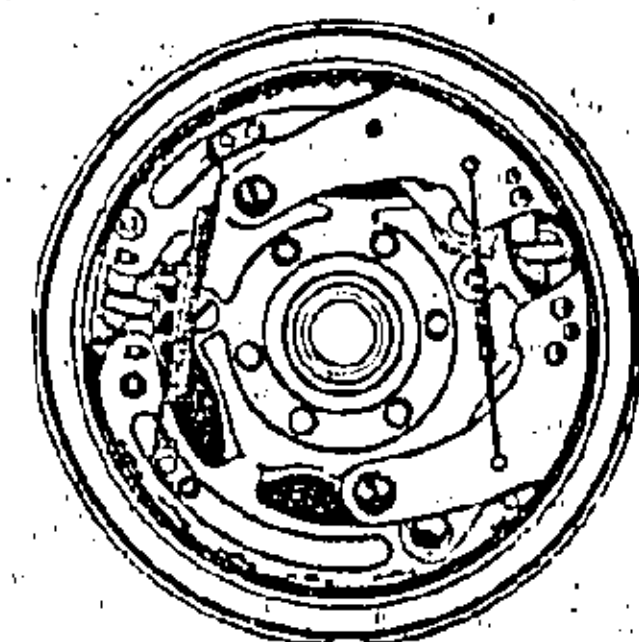
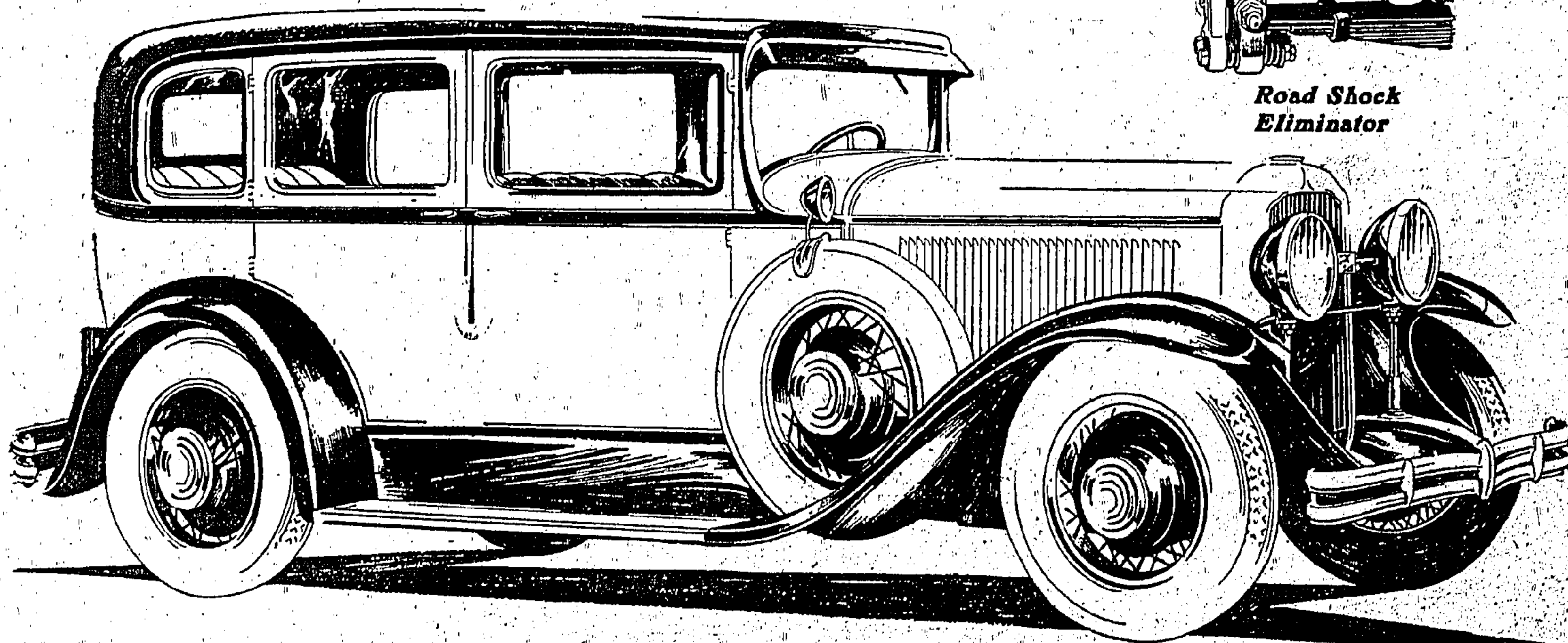
and it looks as good as it is.

1930 MODELS NOW ON DISPLAY

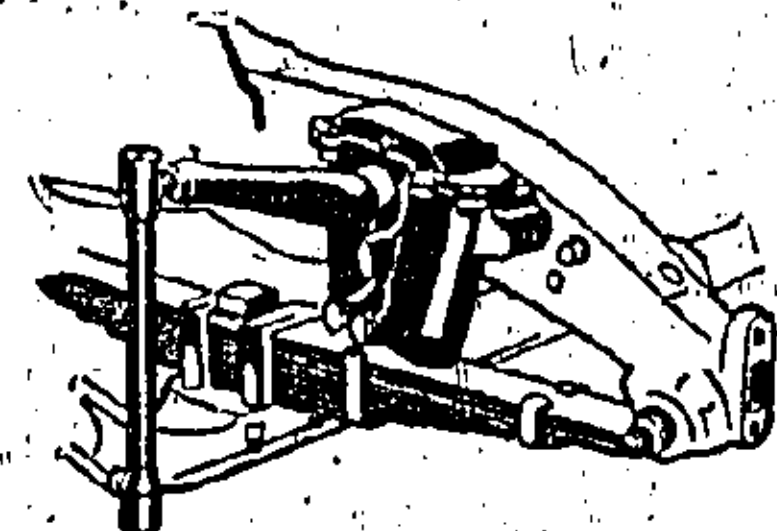
Built on three new wheelbases of 118", 124" and 132" respectively, occupying three surprisingly moderate ranges of price, the great new Buick is as smart in appearance as it is capable in performance.

Its lines are sweeping and slender, suggesting the speed and smoothness of the car itself. Every model will do better than 70 miles per hour, will accelerate from 5 to 25 miles in a trifle more than 8 seconds and from 10 to 60 in less than half a minute. Its hill climbing is equally amazing.

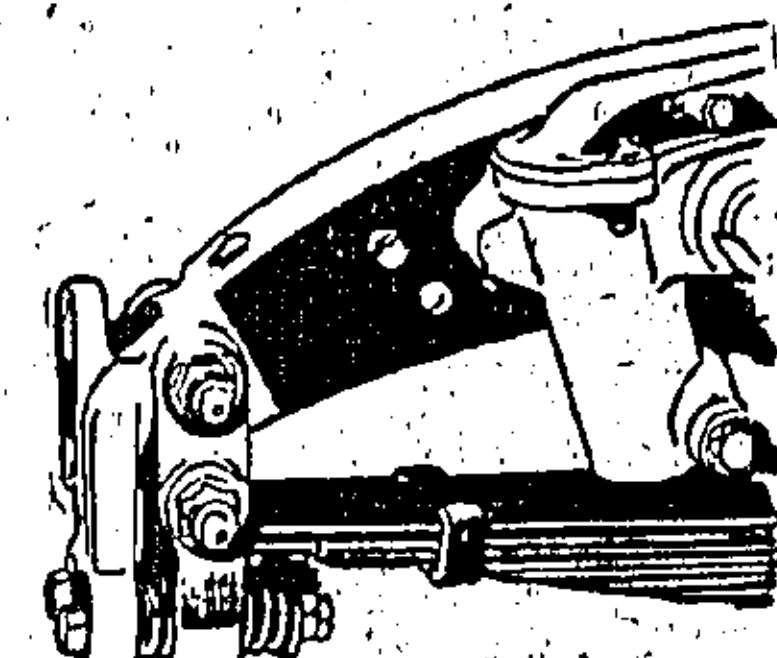
Only the combined resources of General Motors and Buick could have produced such a car. May we urge that you see it and drive it as soon as you can.



New Brakes



New Springs



Road Shock Eliminator

THE DRAGON MOTOR CAR CO.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road, Happy Valley.

RECENT SNATCHING INCIDENTS.

POLICE BELIEVE GANG TO BE RESPONSIBLE.

TWO LADY VICTIMS.

The police have not relaxed the special investigations they are pursuing into the case in which two European ladies, Mrs. W. J. Hanna and Mrs. J. McLeod, were recently robbed in succession by snatchers in the same locality.

There is reason to believe that both robberies were committed, if not by the same person, by members of one gang, and it is to this aspect of the matter that more than one member of the Criminal Investigation Department is giving his attention.

"There is a squad on it," said a police official this morning when informing our reporter that the investigations are still being actively pursued, even though more than a fortnight has elapsed since the robberies.

That the officers concerned have by no means been idle is suggested by the fact that, in a round-up of suspects, they detained a man who is believed to be one of the gang sponsoring the crimes. There is, however, no proof that he took any actual part in the robberies, and, regretfully, the police have had to release him.

An official report issued on September 18 states that Mrs. W. J. Hanna, while carrying a rattan basket in Ice House Street, in the forenoon, was accosted by a Chinese. He snatched the basket and ran away. In the basket were \$15 in notes, a monthly ticket on the Peak Tramway, and a cheque book issued by the Mercantile Bank.

The case concerning Mrs. J. McLeod, occurred, according to the report, within half-an-hour of the other. The lady was walking along the upper section of Wyndham Street, when a bag which she was holding in her hand and which contained \$7 in addition to other property, was suddenly snatched from her. The thief was observed to be a young boy of about 18, before he disappeared down the street.

LULWORTH CASTLE BURNED.

WATER FAILURE AT VITAL MOMENT.

Wareham, Aug. 20.
Lulworth Castle, near Wareham, the Dorset home of Mr. Herbert Weld, in whose family it has been since 1841, was burned down to-day. At one moment during the fire, when the brigades from Weymouth, Dorchester, Poole, and Swanage had the flames under control, the supply of water failed, and before a new supply could be brought into use the fire regained its hold, and at the last was left to burn itself out.

The first outbreak occurred near the servants' rooms in the east wing, not far from the centre of the building, which is somewhat peculiar. It stands four square, and at each corner there is a round tower which reaches to a floor above the roof of the main building.

Smoke was seen coming from a spare room at the top of the building. Immediately afterwards the alarm was given, and one of the staff rang the medieval time bell, warning the entire establishment. Telephone messages were sent to the fire brigades at Weymouth, Poole, Dorchester, and Swanage, and word was sent to the Royal Tank Corps at Bovington.

A squad of Tank Corps men, helped by the staff and villagers and members of the 4th Bournemouth Girl Guides, succeeded in saving a great deal of the valuable furniture, works of art, tapestries, books, and other valuables.

The difficulty of obtaining enough water to maintain the high pressure sufficient to reach the top of the Castle was soon felt. Various large wells were opened by the garden and estate staff, and these were drawn upon by the brigades.

The lawn round the Castle became crowded with a large quantity of extremely valuable articles which had been rescued from the various rooms.

Firemen Injured.

Firemen Lock and Daniell, of the Dorchester Fire Brigade, were badly burnt by molten lead falling from the roof. They were rushed away to hospital.

Mr. Weld himself was a pathetic figure watching the gradual destruction of his fine old property, which stands in a park of 600 acres, only a mile or so from the Dorset coast and three miles from Lulworth Cove.

The Castle has been the scene of royal entertainments in the past. Amongst the monarchs who have stayed there were James I, Charles II, James II, George III, George IV, King Charles X of France, and the late King Edward.

COURT'S WARNING TO PARENTS.

CHILDREN SENT OUT TO CUT DOWN TREES.

CAUTIONED THIS TIME.

A warning to the youthful offenders and also to their parents was issued by Mr. T. S. Whyte Smith at the Kowloon Magistracy this morning when the case in which four girls of the Kowloon City District were charged on remand with cutting and destroying trees on the Government Plantation above Sai Kung Road.

Summoning the parents of the children before him, his Worship asked why the girls had been allowed to trespass and damage the pine trees.

One old woman, who claimed to be the grandmother of one of the defendants, said she had only asked here grandchild to gather dried branches.

His Worship pointed out that to gather dried-branches the girl did not need a chopper and a sickle. The woman replied that she did not know the girl had taken the implements with her.

His Worship pointed out to the girl's relatives that the next time children were found in the Government plantations the parents would be arrested. It was just a case of the mothers sending the children out to cut wood.

Addressing the defendants, his Worship said they would be cautioned this time, but something would have to be done if they were arrested again.

AMERICAN STOCKS.

CABLED QUOTATIONS FROM NEW YORK.

The following quotations as at the close of the market on Friday have been received from their correspondents Messrs. Hayden, Stone and Co., of New York, by Messrs. Swan, Culbertson and Fritz, Sassoon House, Shanghai, cable address: "Swanstock," (Shanghai), who are not responsible for the cable mutilations. The quotations are subject to confirmation.

	Previous Price.	Latest Price.
Anaconda Copper	111	110
Bethlehem Steel	112	112
Baltimore and Ohio	123	123
Chrysler Corp. (Common)	54	54
Erie Ry. Co.	76	76
General Motors	63	64
Generally Rly Signal	105	104
Goodyear Tyre and Rubber	96	94
Granby Consolidated Copper	81	80
International Cement (Common)	66	64
Missouri Pacific (Common)	80	85
Liggett and Myers "B"	84	83
Nevada Consolidated Copper	42	42
Radio Corporation of America (Common)	83	83
Standard Oil Co. of New York	44	42
Standard Oil Co. of New Jersey	73	74
Southern Pacific	140	140
Texas Corporation	84	83
United States Steel	213	210
Vacuum Oil	120	118

CANADA AND TRADE WITH BRITAIN.

MR. BENNETT PLEADS FOR AN INCREASE.

Vancouver, Aug. 20.
Pleading at Kimberley for greater trade with Britain and the Empire rather than with the United States, Mr. Bennett, the Federal Conservative leader, said: "We are but tenants for life of this estate. The sacrifice of blood and treasure of the little isles in the North Sea won this Dominion for us."

"We pay no tolls, no rent, no royalty to Westminster for this land of ours, which has been given to us in full confidence that we be trustees as our predecessors were. It is a great trust, and we should be worthy of it."

Discussing further his proposal for an economic conference, he urged that Empire delegates should arm themselves with specific lists of what commodities each wished to sell to the others, so that a bond of unity of action could the more easily be reached.

MALAYAN CRICKET TEAM.

INTERPORTERS DUE HERE ON NOVEMBER 2.

Mr. Greenhill, the Hon. Secretary of the Hongkong Cricket Club, announces that the probable Malaya Interport Cricket Team, expected to arrive on the s.s. Anchises on November 2 is composed as follows: A. J. Bostock Hill, R. L. L. Bradwell, G. M. Brand, R. G. Gibson, Dr. H. O. Hopkins, P. N. Knight, W. A. B. Smith, Lal Singh, Evan Wong, W. A. D. Wynch, Lt. Waring and A. N. Osher.

GENEVA LEISURE CRITICISED.

DELAYED REPORTS OF THE LABOUR OFFICE.

PROTEST FROM INDIA.

Geneva, Oct. 4.
Strong criticism of the leisurely methods of the International Labour Office were voiced at a meeting to-day of the Governing Body of the International Labour Office.

Sir Atul Chatterjee, representing India, entered a very strong protest against the delay which had repeatedly occurred in the communication of the Reports of the Labour Office to Overseas countries.

He declared that if this intolerable situation was allowed to continue, such countries might be compelled to abstain from participation in European conferences of this kind.

He urged that all Governments henceforth should be furnished with the agenda at least two years ahead to enable them to instruct their representatives adequately.

The delegate of the Japanese Government supported the plea of Sir Atul Chatterjee, while Mr. J. J. Lawson, the Under-Secretary of the Ministry of Labour in the MacDonald Government endorsed the protest. Mr. Lawson was sitting on the Governing Body for the first time.—Reuter.

UNEMPLOYMENT EVILS

SUGGESTIONS OF A TYNESIDE COMMITTEE.

"In no sphere of life is the demoralising effect of idleness more obvious than among juveniles and adolescents, and we are of the opinion that compulsory attendance at a centre for all unemployed juveniles between the ages of 14 and 18 would do much to counteract this demoralisation and to place a check on the growth of undesirable habits, physical, mental and moral, of which unemployment is unquestionably the cause."

This is one of the conclusions arrived at by the Gateshead Advisory Committee for Juvenile Unemployment in their annual report for 1928.

"The continuance of the industrial depression in the area to which we have previously referred (they state) has again, during 1928, prevented the Committee from rendering much practical or advisory assistance with regard to the choice of employment locally, and it has been necessary to concentrate on migration as the one means at present afforded us of attempting to solve our local unemployment problem."

In view of the acute depression in the district the Committee urge the adoption of other schemes for the reduction of unemployment, foremost among which should be considered the expansion of migration facilities and the raising of the school-leaving age.

Referring to their difficulties in dealing with children leaving school the Committee state that "some firms in the area have closed and no others have been set up to take their places. It still remains impossible to absorb locally anything but a small proportion of the children."

Despite the difficulties, however, the Committee succeeded in filling a larger number of vacancies—the total figures showing an increase of 50 per cent. over 1926 and 26 per cent. over 1927.

NOTED AMERICAN JOURNALIST.

MR. ROY HOWARD ARRIVING IN HONGKONG.

ON ORIENTAL TOUR.

Mr. Roy W. Howard, head of one of the greatest newspaper chains in the world, is to arrive in Hongkong to-morrow, aboard the s.s. President Adams, with Mrs. Howard in the course of a Far East trip which included two calls in Shanghai and probably a side trip to Nanking.

As co-chief with Robert Scripps of the Scripps-Howard Newspapers, Mr. Howard is making a general survey of conditions in the Orient with special reference to China. He was formerly president of the United Press and is at present chairman of the United Press Board of Directors, and will inspect United Press bureaux at Tokyo, Peking, Shanghai and Manila.

The primary purpose of the trip is to allow Mr. Howard to attend the Pan-Pacific Conference in Kyoto, to which he is an official delegate. He sailed from Seattle with Mrs. Howard on the President Grant, and after a stay in Japan proceeded to Shanghai from Kobe on the President Adams, reaching Shanghai on September 30 and departing for Manila via Hongkong on Wednesday last.

On the return trip from Manila the Howards will make a longer stay, reaching Shanghai on the President Lincoln on October 17 and leaving on the Cleveland on October 30. During this time Mr. Howard hopes to meet important Government leaders, many of whom he has previously met either in China or America. He is particularly anxious to see Dr. C. T. Wang, with whom he became acquainted when he visited Peking in 1924.

The Howards plan to be in attendance at the Pacific Relations Institute at Kyoto from October 28 to November 9, after which they will proceed to Peking and thence to Moscow, Berlin, Paris, London and back to New York, reaching home on December 21.

TOMBS AMONG RUINS.

REOPENING OF A CHURCH BUILT NEARLY 300 YEARS AGO.

The ruins of old Stanmore, Church which was consecrated by Archbishop Laud in 1632 have been opened for the burial of Mr. Bensley Thornhill, of Denbigh-place, London, in the family vault. Only the walls are left of the old church which was closed in 1869, when the new church was built.

It is rarely that the ruins are opened because of the risk of danger and, though picturesque from the outside, they are a scene of desolation from within.

They contain many old monuments of well-known families. Some years ago when the monument of Sir John Wolstenholme was removed from the ruins to the existing church, to make certain that the effigy and tablet referred to him, the vault and coffin were opened, and Sir John's face was found in a perfect state, though he had been dead 240 years.

A plaster cast was taken, and is in the possession of the Rev. S. F. L. Bernays, Rector of Finchley, who was for many years Rector of Stanmore.

The Very Idea!

Captain Nathaniel Palmer, of Stonington, the original discoverer of Palmer's Land, then farthest south of all known land, used to tell how he saved his discovery. He was getting ready to leave it when a Russian frigate hove in sight.

Captain Palmer was ambitious to claim the land for the United States. How to contend with the ship of the Tsar he did not know at first. He waited till the frigate ran to the leeward of him and hove to, and then he put up his sheet and squared away for her, running under her stern and calling out as he shot past—'Ahoy, there! Ship Ahoy! So you want a pilot in?'"

The ruse succeeded, for the Russian at once filled away, and left the dominion free to Stars and Stripes.

At a fashionable West End restaurant one of those modern young girls had just finished luncheon and was preparing to light a cigarette when the waiter showed a lady to her table.

"I do hope you won't mind me eating whilst you are smoking," said the newcomer sweetly.

"Not at all," came the ready retort, "so long as I'm able to hear the orchestra."

Some More "Howlers:" John Wycliffe was of a religious sex, also; he wrote the Bible and sent out bare footmen to teach it.

Samson slew the Philistines with the axe of his Apostles. Good Friday is so-called because there is no school.

A mixed choir is a collection of people, some of whom can sing and some can't.

False doctrine is when the doctor gives the wrong stuff to sick people.

A dogma is a mother dog.

The plural of child is twins.

Doctor—I will give you a local anæsthetic if you think it necessary.

Railroad Man—"Well, Doc, if it's going to hurt I reckon you had better cut out the local and run me through on a sleeper."

Nottingham Magistrate—Have you anything to say? Man—Not if it will cost me more.

Wife at Bow County Court—My husband lives on the unemployed—at least by unemployment.

The average solicitor has to work like a horse; observes a Magistrate. Drawing conveyances?

An American says Britons dress much too quietly. He should hear us looking for an elusive collar stud.

Man, in a letter to the Highgate Bench—I crave indulgence from the noble Justices to excuse me for not attending your Court in reply to your invitation.

Mrs. Bigwig had been honouring the local confectioner's shop with her custom.

As her chauffeur carried two bags of goodies out to her luxurious car she said a few kind words to the girl behind the counter.

"It must be very tempting to work in a shop where there are so many nice cakes," she remarked. "Don't you often feel like eating some of them?"

The girl shook her head. "Oh, no, ma'am," she said in a shocked voice. "That would be stealing—I only give them a lick now and then."

In Scotland you get your tea comfortably round the dining-room table without having to pose it on a chair in your lap—Lady Kitty Vincent.

How delightful it is to get away from the tyranny of collars, waistcoats, and braces—G. N. Poynton (Nigeria.)

The day of seeing visions and dreaming dreams is not yet passed.—Mr. George Lanbury.

To cultivate the habit of pure indolence is part of human wisdom.—Mr. H. A. L. Fisher.

Health is the most unhealthy of topics.—Mr. G. K. Chesterton.

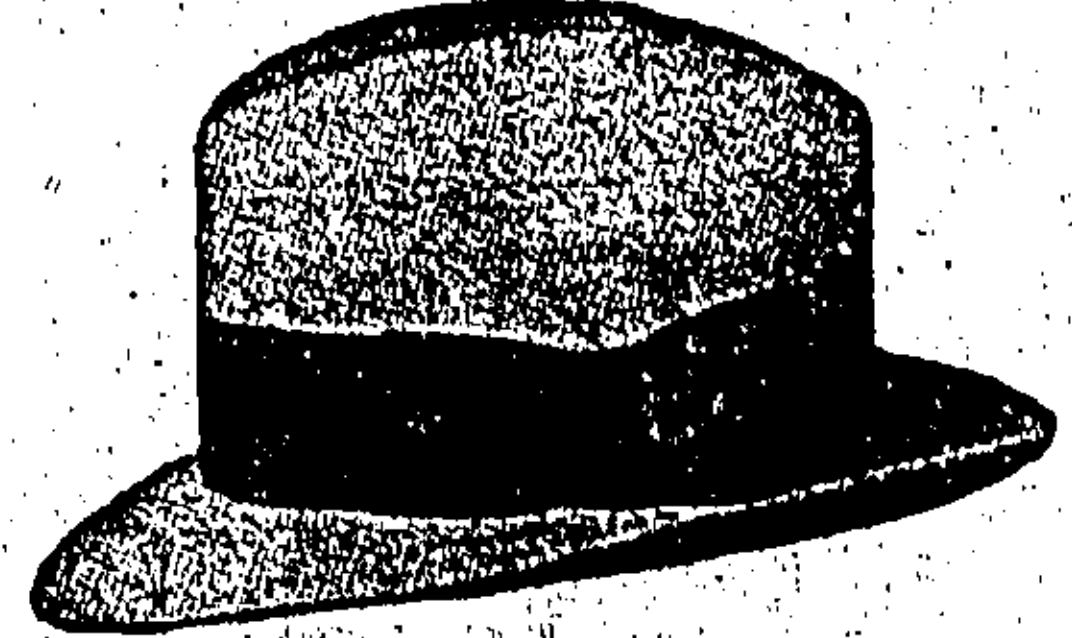
If a very estimable person with a nice voice gets into the limelight she immediately ceases to be a normal human being and becomes a prima donna.—Dr. George Dyson.

The health bulletin of Eastern ports for the week ending September 28 gives the following incidence of disease, figures in parenthesis indicating the number of deaths. Plague—Tamatave 2 (2), Alexandria 3 (1), Rangoon (2), Pnom Penh 1 (1). Cholera—Calcutta (19), Bangkok 2 (2), Pnom Penh 5 (3), Chinwangtao 2 (1), Shanghai (9), Swatow (10). Smallpox—Berbera 1 (1), Bombay 7 (3), Calcutta 1 (1), Coochin 2, Karachi 3, Madras 23 (9), Moulinein 2, Nagapatnam 1, Pondicherry 3 (3), Maccassar 3.

POWELLS

10, Ice House Street.

IF YOU REQUIRE A NEW HAT YOU NEED A GLYN!



In a new hat you are entitled to expect style and quality. A "Glyn" Hat embraces both these features, there are new colours with the smart set brim or turn down whichever you prefer, at prices ranging from \$13.50

Less 10% Discount for Cash.

Sole Agents:—

Wm. POWELL, Ltd.

The charm of Good Silk Hosiery is irresistible..... perfectly fitting round the ankle they give the distinctive smartness essential for formal wear, or those "special" occasions.

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CHORUS HITS OF YESTERDAY.

Introducing—Fall in and follow me—Another little drink—Down at the Old Bull and Bush—I do like to be beside the Seaside—Tipperary—Hello! Who's Your Lady Friend—A Wee Blotch and Dorel—If You were the only Girl—Madamolsella from Armentiers—By the Zuyder Zee—Take me back to dear old Blighty—

The Anderson Music Co., Ltd.

AS A CURE

for Flatulent Dyspepsia

Carbo-acid Tablets

have no equal

(Contain 2% Hydrochloric Acid, which is a constituent of the Digestive Juice in the stomach)

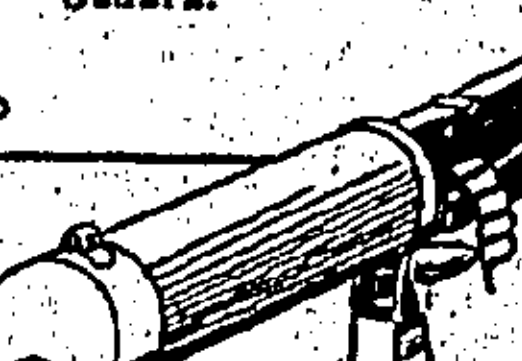
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Agents:—The Colonial Dispensary.

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With BARRY NORTON DOROTHY JANIS BEN BARD.

The Clash of Desert Love and Tribal Law against the Colourful backgrounds of the Sahara.



TO-DAY ONLY

at 2.30, 5.20, 7.15 & 9.15

AT THE MAJESTIC

NATHAN ROAD KOWLOON.



This Wonderful Soap

—so good for your skin
—so exquisitely fragrant

The way your skin will look next year, depends a lot on the care you give it this year; and particularly on the soap you use.

Your skin will repay you with clearness, smoothness and glowing bloom, if you use Peerless Erasmic.

It is a summer luxury—this wonderful beauty soap—so soothing and grateful and invigorating when you are hot and tired—so beneficial at all times.

Peerless Erasmic is as soft as the smoothest face cream. It cleanses more thoroughly than the costliest night cream.

**PEERLESS
ERASMIC**
The Dainty SOAP

The Deep Purple Colour

Is Nature's own tint, obtained from a herb, one of the valued ingredients which makes this soap a balm for delicate skins.



The Exquisite Perfume

is the fragrance of the hedge-row violets, which so help to make England a land of loveliness in the spring. You will love this perfume on your skin.

Made in England by
ERASMIC PERFUMERS, London and Paris

All Chemists and Stores have Erasmic Toilet Specialities.

MAYFAIR FLAT CASE.

MEDICAL AND POLICE EVIDENCE.

Roland Bateman, the ex-Guardman aged 22, and James Moore, 22, a soldier, appeared together at Marlborough-street Police Court on August 29, on charges in connection with the alleged attack on Mr. Philip Eaton, an American, in a flat in Half Moon-street, Mayfair, on the night of August 12.

Bateman, whose address is Moor Top, Ackworth, Pontefract, is charged with wounding Philip Eaton by striking him on the face and head with intent to murder him, and with assaulting Eaton and robbing him of £12 in notes and of goods valued at £42.

Moore, who is charged with stealing and receiving various articles from the flat, was further charged with assisting Bateman to evade arrest, with being an accessory after the fact of the alleged attempted murder, and with robbery with violence.

Divisional Detective Inspector Bradley stated that when he and Detective-Sergeant Thomas examined Mr. Eaton's rooms on the morning of August 13 the principal bed-room was in a state of disorder. Bed-clothes, furniture, walls and carpet were spattered with blood. The room appeared to have been ransacked.

He produced pieces of a heavy chair.

The bed, the officer continued, appeared to have been slept in before a struggle.

Dr. James Vickers Broad, house surgeon, at St. George's Hospital, said that when Mr. Eaton was admitted on August 13 he was suffering from severe injury and surgical shock, with wounds to the face and head. The wounds were temporarily dressed, and he was put to bed, as he was in a dangerous condition.

Detailed examination showed that Mr. Eaton had five wounds, one being on the right temple and an inch and a half long. A second cut extended from the right eye down to the tip of the nose. Another on the upper lip went through to the mouth.

After his examination, Mr. Eaton was taken to the operating theatre and many stitches were inserted in the wounds.

Neither of the prisoners asked questions, and both were remanded until September 5.

Never Mind!
Smoke a Will's
Gold Flake
They're imported from England

DISGUISE THAT FAILED

POLICEMEN'S WATCH IN BUSMEN'S UNIFORM.

When a charge of loitering for the purpose of betting, brought against Alfred George Ellis, an omnibus driver, of Mortlake, was dismissed at Mortlake Police Court it was stated that two police officers disguised as omnibus drivers kept observation on a London General Omnibus Company's garage.

Ellis stated that he knew the men were police officers, because they were wearing busmen's winter coats, and did not have a white covering over their hats.

One of the police officers stated that he saw Ellis receive slips and money from several men, but, when he was searched, no slips were found.

Ellis stated that he was waiting for some of his friends to receive money he had lent them. One of them put a note in his hand asking him if he would change duty for one day.

The Chairman, stating that there was not enough evidence on which to convict, said the police were justified in their action.

A BROKEN DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness, brought on as it were, of the vital forces that sustain the system. No matter what may be the cause, the symptoms are much the same; the most prevalent being sleeplessness, sense of prostration or weakness, depression, spirits and want of energy for all the ordinary activities. Now, weakness is absolutely essential in all such cases is increased vitality, vigor, strength and energy to throw off these morbid feelings, and as light succeeds the day this may be more suitably secured by a course of **THE NEW FRENCH REMEDY, THERAPION No. 3**

than by any other known combination. Sooner than it is taken in accordance with the directions accompanying it, will the shattered health be restored, **THE EXPIRING LAMP OF LIFE LIGHTED UP AFRESH.**

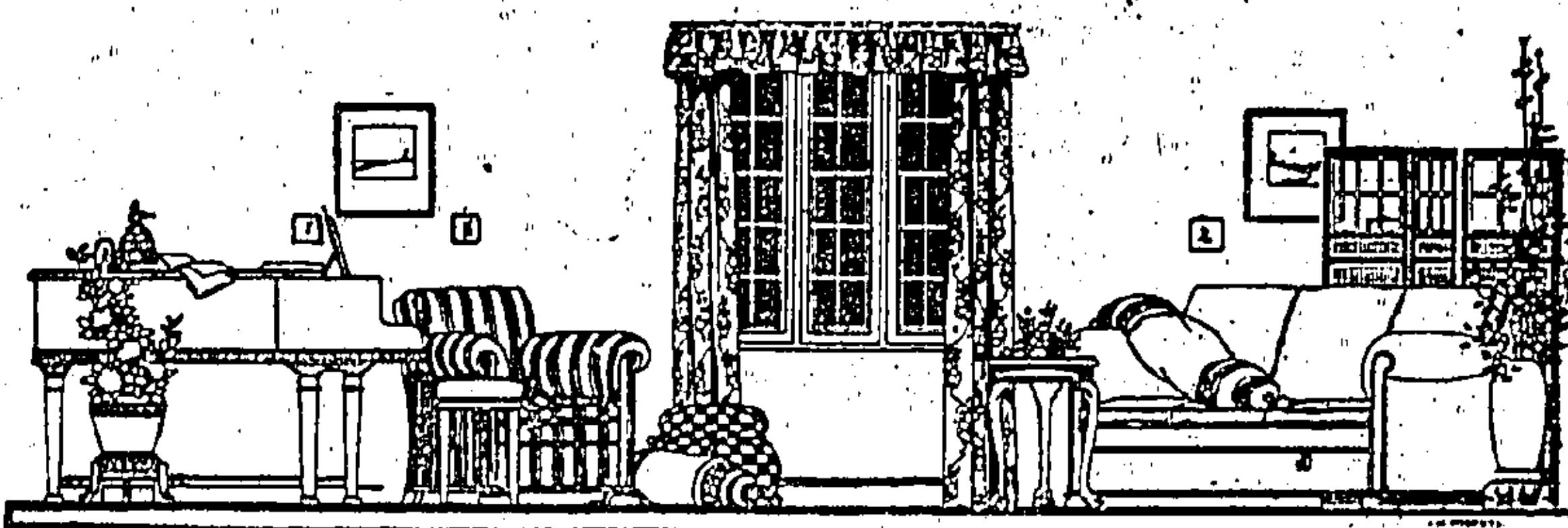
and a new system of health placed in place of that which has so lately seemed worn-out, used up and valueless. This wonderful medicine is suitable for all ages, constitutions and conditions. In either case, it is difficult to imagine a disease or derangement whose main feature is weakness, that will not be speedily and permanently overcome by this recuperative remedy, which is destined to carry into oblivion everything that had preceded it for this wide-spread & numerous class of human ailments. Sold by leading Chemists, or either No. 10, Tottenham Court Road, or No. 1, Pall Mall, London.

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FIRSTLY.

All systems are designed by experts thoroughly acquainted with local conditions and requirements.

SECONDLY.

All work executed by our own staff, thereby eliminating scamped work caused by sub-letting.

THIRDLY.

We do not interest ourselves in so called "cheap" jobs. All systems being designed to reduce maintenance charges to an absolute minimum.

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Drive a Trusty
"TRIUMPH"
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SPECIAL DISPLAY OF NEW GOODS.

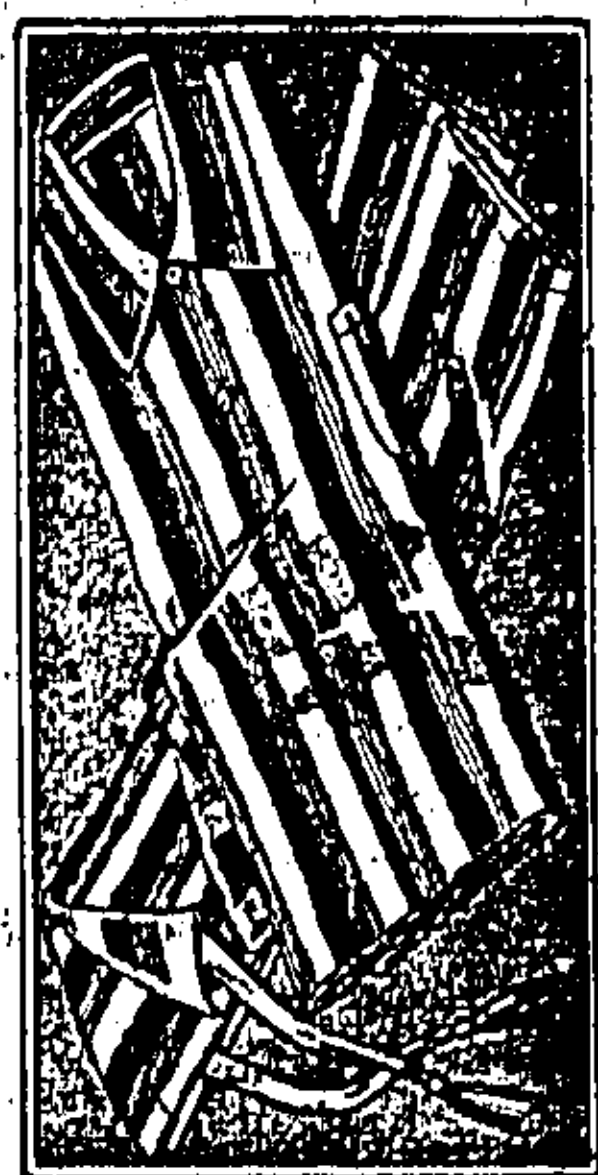


MEN'S FELT HATS.

Pure fur felt hats in the newest shades. Soap brim with cut or bound edge. Grey, Brown, Also Blue etc.

All Sizes in Stock

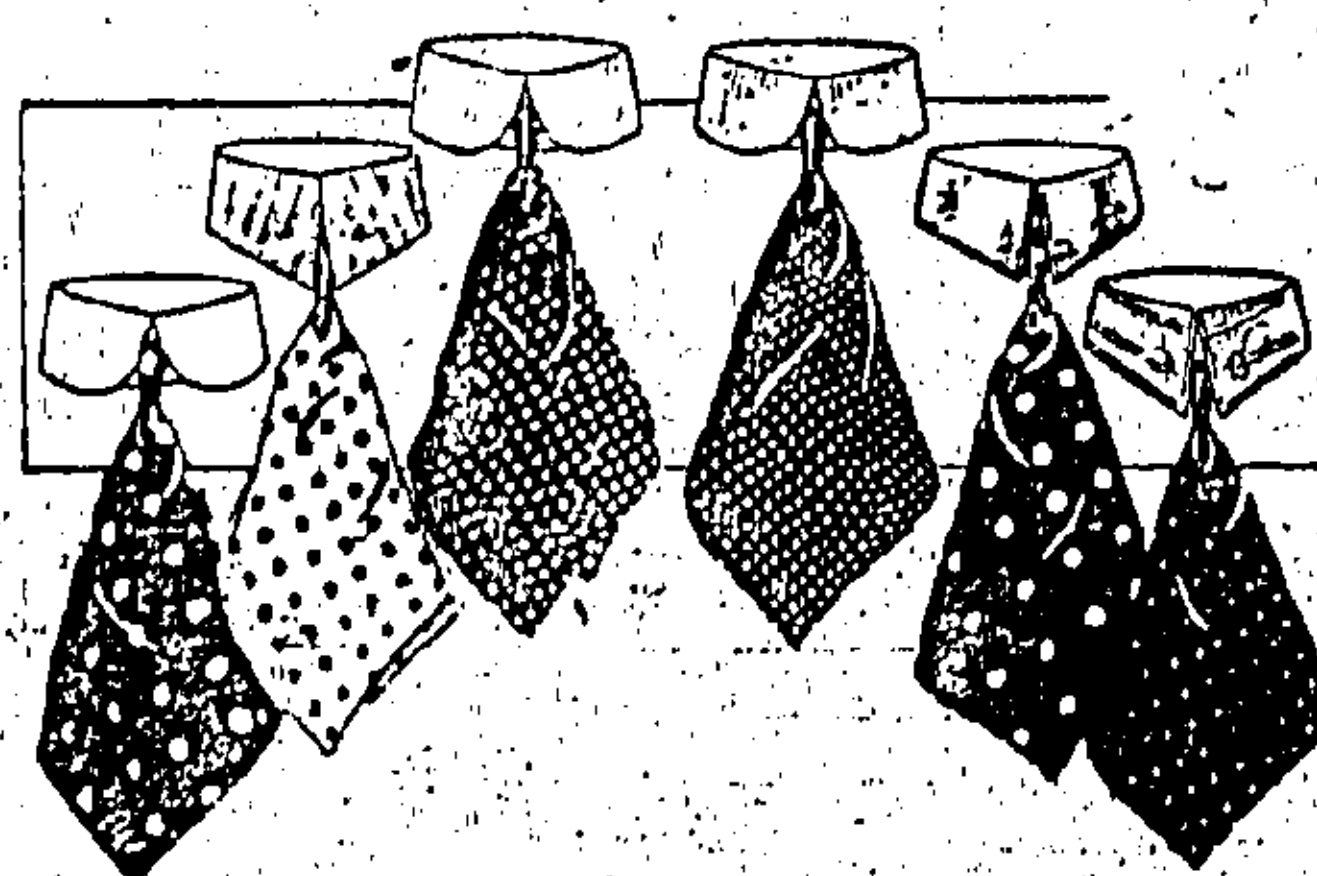
\$11.50 \$13.50 \$15.50.



STRIPED PYJAMAS.

A new selection of Striped Pyjamas in various cloths including "Luvisea."

\$9.50 to \$16.50.



WIDE-END TIES.

Specially selected assortment of Wide-end Ties in the newest up-to-date Styles and Colorings. One of the largest selections we have ever shown.

\$1.75 to \$3.50.



"LUXO" BATH GOWN

THE "LUXO."

Our inexpensive towelling Bath Gown. Thoroughly reliable.

\$10.50

Other Makes \$13.50 to \$27.50.



NEW SHIRTS.

New Shirts in poplin, Taffeta, Mercerised Kopp, etc. Plain Colors, neat stripes. Collars to Match. Well cut and made.

\$4.95 to \$8.50.

WHITEAWAY LAIDLAW & CO., LTD. MEN'S OUTFITTERS. HONGKONG

THE SHINING TALENT.

By Eleanor Early.

THIS HAS HAPPENED.

A tragedy has befallen Molly Durban and Jack Wells, who love each other devotedly and quarrel beyond all reason. Jack has bought his sweetheart an engagement ring, and because Molly seems hesitant about wearing it to work the next morning, he imagines that she is ashamed of the size of the tiny diamond. Humiliated and heart-broken, he drops the little shining stone into the lake, where they are so fond of swimming.

Next morning Jack is going to New York, to work in the home office of a large architectural firm. And Molly is to report for the first time to a newspaper office, where the city editor has promised her a try-out. Molly has recently inherited \$10,000, of which Jack refuses to borrow a penny. They will be married as soon as he has enough money of his own. Molly goes with him to his room to help him pack, and then goes to the W. W. C. A., where she has taken a room. A few days later her father sends her a cheque, and she determines to find new and more luxurious quarters.

CAPTER VIII.

Molly found an attractive apartment on Peterboro street, subletting from an artist, who had done amazing things with packing boxes and a paint brush. There was scarcely a piece of real furniture in the place. But the walls were hung with gay, moth-eaten damask, and there were great gay cushions instead of chairs.

Molly's bed was a feather mattress on a box spring, with a piece of red velvet thrown over it. And instead of tables there were Oriental tea trays that stood a mere six inches from the floor. There were hardly two pieces of china that matched. Pensive creakery from southern Europe, amusing and colourful. A samovar from Russia, and tall brass candle sticks. Molly brought her own kitchen things in buttercup yellow enamel, and made a gingham curtain of bright blue checks for the kitchen window. She painted the woodwork ivory. And bribed the janitor to put down a piece of linoleum.

It was all quite charming. But Molly began to feel like a widow. She wanted Jack terribly.

Bob and Rita lived down the street a block, and Molly had loaned them most of the furnishings from her room at college. Bob was doing a little work, but not earning nearly so much as Rita, who had a part-time social job, and a gymnasium class four afternoons a week at Miss Mayhew's School for Girls. As if that weren't enough, Rita gave swimming lessons on Wednesday and Saturday nights at the Y. W. C. A. And tutored two of Miss Mayhew's backward little girls in First Year Latin.

"Bob is so dissatisfied," she told Molly, "because I happen to be earning more money than he is. He seems to consider it a personal affront. He acts as if I'd crucified his pride."

Molly noticed that Bob was extravagant, where Rita was thrifty and frugal. He bought, for instance, an electric radio, on which Rita was contriving to meet the payments. And he purchased any number of books, which he never seemed to find time to read.

Once he picked up a small Oriental rug, with a dash of dusty scarlet that took his eye. And again a bit of Chinese damask of an indescribably lovely, blue. Sometimes he bought woodcuts.

"I think it's outrageous!" stormed Molly. "He hasn't any right to buy things he can't pay for."

"But he does pay for them," protested Rita gently.

"Yes. And lets you pay the rent, and buy the groceries," declared Molly indignantly.

"Why not?" retorted Rita. "I'm perfectly willing to. Besides, I'm glad he loves beautiful things."

Rita had grown very thin. And her red lips were like a bleeding gash in her white face. They made Molly think of blood in the snow. She tried to write a verse about them called "Rita's Mouth," but it sounded, she was afraid, like an autopsy.

Molly was getting along famously. She had had two raises, and was earning \$30 a week.

Sometimes she saw Ruth Woods, who had lost her baby in July. Ruth was as pale and thin as Rita, and usually looked as though she had been crying. She and Zip had rented the lower half of a two-part house in Merrymount. But Ruth seemed to have lost all interest in life.

Rita declared that she believed Zip made his poor little wife feel like a stone about his neck. Ruth had been ill for several months, and her doctor's bills were terrifyingly large.

There were times when Molly wondered if she wanted to be married after all. Consider her two best friends. Rita might fool most people, with her hysterical gaiety and her strident laughter. But Molly knew.

The trouble, Molly decided, was Rita and Ruth both loved their husbands more than their husbands loved them. It was ever so much more comfortable for a woman when the man loved her most.

Molly was doing an occasional theatrical interview now. Once she met a celebrated French actress who was married to an American producer. The actress told Molly that her husband sent her a telegram every morning, wrote every

day, and telephoned every night. She was a very happy woman. And, from continued observation, Molly concluded that there was a sort of aura about greatly beloved women. An ineffable radiance that distinguished them from their less fortunate sisters.

On the other hand, there was something pitiless, she thought, about those unfortunate wives who give infinitely more than they receive.

Before long Molly was keeping a notebook, and penning her observations of love and life. She had some rather hazy notion of writing a book. Something about a Woman's Soul. She thought of Love as a flaming passion that suffused humdrum lives. And she envisaged women as creatures made for either pain or love.

Unrequited affection was the curse, she decided, of the unloved sisterhood. And the blessedness of being beloved was, of all things, the sweetest and most satisfying. Molly thought she was learning a great deal about life. She had studied, in college, Pope's "Essay on Man," and she remembered the quotation, proclaimed by the professor of English literature: "The proper study of mankind is man." It was a pleasant study, and Molly was an earnest student.

The Inquiring Reporter column had not lasted very long, and for that Molly was devoutly thankful. The first question she propounded was this: "Should an aviator, when he is married, give up hazardous flying?"

The first person she approached was a portly gentleman, who happened to be very deaf. Curious passersby stopped to listen, and presently Molly and the deaf gentleman were the centre of an amused group.

After that Molly tried a young girl, who declared her mother would have a fit if she posed for the newspapers. Then a youth who apparently had never heard of the Inquiring Reporter. He seemed not particularly interested in aviation and their wives, but tried to make a date with Molly.

Finally, utterly discouraged, she called the photographer, who loitered across the street while she manoeuvred for victims.

"I never felt so silly in my life," she lamented. "Someone's going to call a policeman, and have me sent to the psychopathic. They all think I'm crazy."

The photographer grinned unfeelingly. "Sure they do. Why wouldn't they?" Then, seeing her evident distress, he relented. "You were so cocksure of yourself, 'Sister.' I let you strut your stuff. Now I'll show you the ropes."

He hailed a taxi, explaining as he helped her in. "Taxis don't go so hot on the old swindle sheet, but if we want to grab a factory crowd doing the noon hour, we haven't any time to lose. Get a gang together, that's the idea. Then they think it's a big lark. Here's a tip for you. Phone a bunch of places, and get the foreman to line up some smooth-looking Junes for us, and a couple slick Johns. We can shoot the works in 10 minutes. Give you a chance to kill a little time on the job."

It was, after all, the simplest thing to do. But Molly felt very uncomfortable about it. To protect the photographer, who had a weakness for shooting crap and liked to waste that amount of time every day. To ease her conscience, she devoted her time to observant little strolls along the water front, or through the Public Gardens, or along the Common. And she wrote pithy paragraphs about people and circumstances that seemed unusual or interesting to her. At the end of the week, she submitted several sheets of copy to the city editor.

"Good stuff," he approved. "I like your bit about the old man and the little lame girl. And this dog story's good. People like animal stories. Keep it up."

On the following Monday Molly was relieved of her Inquiring Reporter assignment, and given the joyous privilege of compiling a column of her own. "About Town" they called it, and it proved a popular feature.

And, before long, she was doing news stories. Stories with a human interest slant. A boxing match, from the woman's point of view. And then a wrestling match. She talked with ball players and their wives. And finally she interviewed theatrical stars.

It was great fun, sitting down front, on a press ticket, and meeting the press agent in the lobby, between acts, to be taken to the star's dressing room. It was always the nearest dressing room, and it usually had a star painted on the door. Usually the glamorous lady had a maid, and sometimes she had a secretary. Her maid frequently helped her dress while she chatted to Molly.

Molly loved theatrical interviews. But the biggest thrill of her life came on the day she was assigned to cover a murder trial.

(To be Continued.)

SOME TIME AGO, WE ANNOUNCED THE IMPENDING CLOSING OF OUR SHANGHAI RETAIL STORE.

NOW

WE HAVE RECEIVED INSTRUCTIONS FROM OUR GENERAL MANAGERS, THAT OWING TO THEIR OLD AGE, THEY INTEND TO RETIRE

From Retail Business.

THEY HAVE GIVEN US INSTRUCTIONS TO SELL OUR RETAIL STOCK WITHIN THREE MONTHS IF POSSIBLE, AS DID OUR SHANGHAI BRANCH.

CONSEQUENTLY

OUR ENTIRE RETAIL STOCK IS OFFERED TO YOU AS BELOW.

- (1) Enormous reductions will be allowed.
- (2) Goods already reduced and marked net cannot be further reduced.
- (3) The guarantee given with watches sold by us will be valid, repair's being done, if necessary after New Year by our Wholesale Department.
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Loose Diamonds, Diamond Wrist Watches, Diamond Bracelets, Diamond Earrings, Diamond Necklaces, Diamond Rings, Platinum, White Gold, Yellow Gold Jewellery.

Platinum, White Gold, Yellow Gold and Silver Watches.

Sterling Silver Ware, Boudoir, Desk and Wall Clocks, Statues, Cut Glass Ware, etc.—Also Fireproof Safes.

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RIVIERA EXPRESS HOLD UP.

BANDITS LOOT MAILS AND BIND GUARD.

Paris, Aug. 23.
An audacious attempt at train banditry was carried out during last night in the Ventimiglia-Paris express, due here at 8.15 this morning.

Shortly after the Riviera train had left Lyons, its next stop being Dijon, where it should have arrived at 8.26 a.m., the guard was startled by a voice ordering him to "put his hands up." Turning round he found himself covered by the revolvers of two men, who had come up behind him unnoticed. They were without masks, but wore black gloves, as a precaution against fingerprints.

The guard made no resistance and, whilst one of the bandits covered him, the other bound his arms and legs, after which began a systematic search through the mail bags. Letters were torn open and examined, and parcels emptied of their contents.

The looting was making fruitful progress when suddenly the train, which had been travelling at 70 miles per hour, began to slow down, and eventually stopped. Not realising the cause, one of the bandits donned the guard's cap, put his head out of the van, and blew the trumpet signal to go on. But the driver called back that a serious engine defect had occurred, and that it was necessary to telephone for assistance.

Thereupon the bandits took to flight across the fields. Their victim was soon discovered, and the police were informed. An active search is now being conducted in the region.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.
OWES, AWES AWIS, AILS, AIMS, DIMS, DINS, DENS, DENT, DEBT.

Clears Skin of Blemishes

The Perfect Antiseptic Treatment
It is so easy to rid your skin of pimples, blotches, blackheads. Just apply the pure cooling liquid LAYOL. Clear and soothe. In soothing salve penetrates the skin and quickly drives away the irritation. TRYING STOP! INFAIRY! The skin drops white and cool. Pleasant LAYOL gives health and vigor to skin and hair. Made in U. S. A. and sold by all good druggists. (Illustration Walter & Philip, Manila—Shanghai—Hong Kong)

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(Netherlands Trading Society.)
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Empress of Russia	Oct. 9	Oct. 12	Empress of Russia	Oct. 15	Oct. 17
Empress of Asia	Oct. 31	Nov. 3	Empress of Asia	Nov. 9	Nov. 11
Empress of Canada	Nov. 13	Nov. 16	Empress of Canada	Nov. 21	Nov. 23
Empress of Russia	Nov. 27	Nov. 30	Empress of Russia	Dec. 5	Dec. 7
Empress of Asia	Dec. 18	Dec. 21	Empress of Asia	Dec. 26	Dec. 28
Empress of Canada	Jan. 15	Jan. 18	Empress of Canada	Jan. 23	Jan. 25
Empress of Russia	Feb. 12	Feb. 15	Empress of Russia	Feb. 20	Feb. 22
Empress of Asia	Mar. 5	Mar. 8	Empress of Asia	Mar. 13	Mar. 15
Empress of Canada	Mar. 19	Mar. 22	Empress of Canada	Mar. 27	Mar. 29
Empress of Russia	Apr. 9	Apr. 12	Empress of Russia	Apr. 17	Apr. 19
Empress of Asia	Apr. 30	May 3	Empress of Asia	May 8	May 10
Empress of Canada	May 15	May 18	Empress of Canada	May 22	May 24
Empress of Russia	June 4	June 7	Empress of Russia	June 12	June 14
Empress of Asia	June 25	June 28	Empress of Asia	July 1	July 3
Empress of Canada	July 10	July 13	Empress of Canada	July 17	July 19
Empress of Russia	July 23	July 26	Empress of Russia	July 31	Aug. 2
Empress of Asia	Aug. 7	Aug. 10	Empress of Asia	Aug. 14	Aug. 16
Empress of Canada	Aug. 20	Aug. 23	Empress of Canada	Aug. 28	Sept. 1
Empress of Russia	Sept. 4	Sept. 7	Empress of Russia	Sept. 11	Sept. 13
Empress of Asia	Sept. 17	Sept. 20	Empress of Asia	Sept. 25	Sept. 27
Empress of Canada	Oct. 2	Oct. 5	Empress of Canada	Oct. 10	Oct. 12
Empress of Russia	Oct. 15	Oct. 18	Empress of Russia	Oct. 23	Oct. 25
Empress of Asia	Oct. 20	Oct. 23	Empress of Asia	Oct. 28	Oct. 30
Empress of Canada	Nov. 2	Nov. 5	Empress of Canada	Nov. 10	Nov. 12
Empress of Russia	Nov. 12	Nov. 15	Empress of Russia	Nov. 20	Nov. 22

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ANDRE LEBON ... 5th Nov.	CHENONCEAUX ... 5th Nov.
PORTHOS ... 19th Nov.	ATHOS II ... 19th Nov.
CHENONCEAUX ... 3rd Dec.	D'ARTAGNAN ... 3rd Dec.
ATHOS II ... 17th Dec.	ANGERS ... 17th Dec.
D'ARTAGNAN ... 31st Dec.	SPHINX ... 31st Dec.
ANGERS ... 14th Jan.	G. METZINGER ... 14th Jan.

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EXCITING BOWLS MATCH.

POLICE BEAT SHANGHAI BY ONE SHOT.

Shanghai lawn bowlers figured in a very exciting game on the eve of the Interport match on the Police green yesterday when they were beaten by the Police four by a single shot—17 to 16. On the afternoon's play Shanghai hardly deserved to lose. There was very little luck in the game, but what there was went slightly against the visitors.

At the twentieth end, the score was 16 all, but then Nolan, the Police No. 1, who had had to play second fiddle to Phillips most of the time, got his first wood a foot in front of the jack and it remained a counter until the end, despite two valiant attempts by Malcolm to displace it.

It was a keen and interesting game all the way through, with Shanghai leading for the most part. The Police, however, improved towards the end, thanks to some brilliant work by Mair, their skip, and the victory gave them considerable pleasure.

The green was playing well except at one end, where, if the woods were delivered a trifle wide, they refused to come in. Of the Shanghai team, Phillips at No. 1 and Dorrance were the pick. Phillips led very well all the way and had his opposite number beaten on the majority of heads. Dorrance was a bit shy of the fore-hand playing towards Craigie, but otherwise played consistently. Kerley did some good work at times, but Malcolm, although delivering a number of good woods, was not at his best.

Mair Outstanding. Of the Police team, Mair was outstanding. He had a lot of work to do and rarely failed. The other three, Nolan, West and Hargreaves all came into the picture at one time or another and contributed their part to the Police victory.

The keenness of the game will be realised when it is mentioned that the first seven heads produced singles, five of them going to Shanghai. Then the visitors got a three on the eighth, thanks to Dorrance trailing the jack. Mair knocked one of the Police woods up to take third shot, but with his last wood he put another Shanghai counter in. At this stage Shanghai were leading 8-2.

Then the Police had a look in. They got a single and then further reduced the deficit with a three. The Police were lying four when the skips went up, but Malcolm displaced one of them. Good work on the part of Mair at the eleven end when they claimed two shots made the scores level, and at the next head the Police took the lead, thanks again to their skip, who knocked one of his own woods up for the shot when Shanghai were lying three.

The Police did not hold the lead for long, however, for Shanghai came back with a single, a four and another one. Good play all round gave them the four. Mair persisted in attempting to trill the jack and Hargreaves and himself came very near to doing it, missing on two occasions by the fraction of an inch. Shanghai were leading by 14-10 but the Police returned with a single on the 16th and two on the 17th, once more thanks to good work by Mair, who was playing at the top of his form. Shanghai scored two at the eighteenth, but the last three heads went in favour of the Police, with one, two and one.

The Last Head.

With the last head to go the scores were 16 all. Nolan placed his first wood a foot in front of the jack and the second a yard behind. The Police held the position all the way through. Malcolm drove with both his woods but just failed and the match ended in a victory for the Police by one shot.

Police	Shanghai
Nolan	No. 1. Phillips
West	No. 2. Kerley
Hargreaves	No. 3. Dorrance
Mair	Skip. Malcolm
1	1
1	2
1	1
1	2
1	3
1	3
3	6
2	8
1	10
1	10
1	11
2	13
1	13
1	14
2	16
1	16
1	17

THE HOCKEY CLUB.

TEAMS FOR THE MATCHES NEXT WEEK

The following will represent the first eleven of the Hongkong Hockey Club in their match with the Punjab Regiment on the U.S.R.C. ground at 5.15 p.m. on Wednesday.—C. L. Gregory, J. Rodger, W. Woodward, R. M. Wood, A. A. Dand (captain), D. H. McDougal, G. E. R. Divot, R. W. Skye, E. D. Lawrence, E. C. Fincher and C. G. Francis.

The second team, to meet the H.K.S.R.A. at King's Park on Monday at 5.15 p.m., will be—W. Borowman, R. R. Todd, L. F. Nicholson (captain), L. A. R. Duncan, O. Buder, R. R. Botelho, H. V. Barker, D. H. McDougal, M. G. Marriott, V. W. L. Stanlon and T. J. Price.

Presentation of Spoons.

At the conclusion of the game, Mr. W. Kent, on behalf of the Police Club, presented spoons to the Shanghai bowlers. In doing so, he said that the game had been a most interesting one from beginning to end. He would not say that the better team won, but he did hope that on the morrow they would see as keen a game. That was not the first time Mr. Malcolm and Mr. Phillips had played on the Police green, but he believed it was the first visit of the other two members of the Shanghai side.

Mr. Malcolm, in returning thanks, also presented spoons to the members of the Police team. He was very pleased indeed with the game and he thought the Police deserved their win. They played some beautiful shots, but at the same time there were one or two which were a little bit "pinched."

"I was rather keen to win the match to-day," Mr. Malcolm added, "so as to keep us right for to-morrow, but I think the result has intensified our determination to win and carry the cup and flag back to Shanghai." (Applause.)

Mr. Malcolm added he was very pleased with the green. The fact that they lost by one shot was not due to the green.

The players to meet to-day in the Interport match will be as follows:

Shanghai	Hongkong
Phillips	No. 1. Laing
Jessiman	No. 2. Bass
Dorrance	No. 3. Grimmit
Malcolm	Skip. Ferguson



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TO OSAKA via AMOI, MOJI & KOBE	Suisang Hoosang	Tues. 15th Oct at 10 a.m. Wed. 6th Nov at 7 a.m.
TO OSAKA via AMOI, MOJI, YOKOHAMA & KOBE	Kumsang	Fri. 25th Oct at 7 a.m.
TO SINGAPORE PENANG & CALCUTTA	Kutsang Namsang Yuonsang	Mon. 7th Oct at 3 p.m. Mon. 14th Oct at 3 p.m. Mon. 21st Oct at 3 p.m.
TO SAKHAKAN	Mausang Hinsang	Thurs. 10th Oct at 10 a.m. Sat. 26th Oct at noon
TO TIENTSIN via WAI-HAI-WAI Cheonghing & NEWCHUNG	Cheonghing	Sun. 20th Oct at 10 a.m. Thurs. 31st Oct at 7 a.m.

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THE BANK LINE, Ltd.

ART AND SCHOOLS.

THE VARIOUS TYPES OF EXPRESSION TRACED.

"Art and Its Relations to Schools" was the subject of an interesting lecture delivered to the circle of the Arts Union of the Hongkong University last night, by Mr. W. Noice.

Mr. Noice related how, during a visit he recently paid to an exhibition of Chinese painting by Chinese students at the Commercial Press store in Queen's Road Central, he was amazed at the extent of the knowledge of design reflected in the pictures displayed. He thought that if they were to combine Western teaching with Chinese ideas in these paintings, they should have results both useful and refined. As a proof of the Western appreciation of the best in Chinese art, he pointed out that an additional gallery was being built in London to house these contributions from the East. The speaker regarded the Chinese as being much ahead of Western artists in their ability to rescue inanimate objects and convey more than the mere sense of reality. As an example, he said that whereas the European painter merely painted the cabbage as he saw it, his Chinese prototype was able to instil what he termed a "spirit" into the likeness.

The decay of a nation was in proportion to the decay of its art, and having degenerated since the fall of the Grecian and Roman Empires, art was not reinstated to its proper place until the 14th century. Then the Church used it to impress the religious minds of the people, to the degree that it became an arbitrary matter in all things which concerned the creation of paintings and architecture. The first to break away from these ecclesiastical fetters was Giotto, who drew and painted according to how he was inspired.

The Schools of Painting. The lecturer then traced the creation of Florentine and Venetian schools of painting from this epoch: He went on to speak of the German, Dutch and Flemish schools of painting, showing how the innate coldness and natural stolidity of these peoples were reflected in their chief specimens, which were without the warm touches of colour and imagination characteristic of the Italians. Finally, he outlined the chief points of individualism in the English and French masters, and traced the beginning of modern ideas of impressionistic painting.

At the conclusion, Professor L. Forster, who presided over the gathering in his capacity as head of the Educational Department, spoke on the value of the inception of a Fine Arts Department in connexion with the Hongkong University, pointing out that as art speaks an international language, it should be encouraged with all the means in their power as a factor making for world harmony and unity.

A vote of thanks was given to

FOR LOCAL ORPHANS.

BAZAAR IN AID OF THE PRECIOUS BLOOD CONVENT.

Lady Clementi, before leaving the Colony, kindly consented to be the patron of the Precious Blood Convent Bazaar, and generously wrote out a handsome cheque towards the funds. It goes without saying that this distinguished patronage is an encouragement for help from the general community. In addition to other donations, from local merchants, the Hon. Mr. A. C. Hynes has shown his benevolence towards the orphans of the Convent by sending a cheque for \$50 as a donation to the Bazaar.

The Committee, including Miss Pearl Chow (daughter of Sir Shou-sun Chow) have decided to run the Bazaar on a grander scale this year. It should be noted that unlike previous years, the Bazaar will be held at Wah Yan College, Robinson Road in both its hall and playground for two consecutive days, October 12 and 13. Mrs. R. H. Kotewall will perform the opening ceremony at 3 p.m. on the first day.

Souvenir tickets issued at \$1 and \$2 have already met with a favourable sale. These tickets will be exchanged on being presented at the Bazaar, for an unknown number, which if it turns out a lucky one will get a prize of many times the value. There will be numerous games at which to test one's luck, skill or intelligence. It is hoped that the Bazaar will result in a splendid success.

MORE FERRY BOATS.

BETTER SERVICE BETWEEN CANTON AND HONAM.

The Bureau of Public Utilities has decided to increase the number of motor-boats that ply as ferries conveying passengers across the river between Canton and Honam, says the Canton Gazette. Surveys made of the traffic that regularly passes revealed that the present fleet of motor ferries is far from sufficient to cope with the demands made on it, or in the interests of public convenience an increase in the number of boats must be made.

Plying across the river are numerous sampans. These are well patronised, not because of preference over the motor-boats but because the trips of the latter are not frequent enough to suit public needs. The present services of motor-boats are in the hands of a company enjoying monopoly rights, which privilege is paid for. On the announcement of the Bureau of Public Utilities that more ferries would be permitted, applications from interested parties have been submitted to the Bureau, tendering for the new services.

The new boats, when in operation, will be required to ply between points on the bund where at present there are no motor-boats, as it is proposed to have ferry services available all along the bund.

Mr. Noice, who was warmly applauded at the termination of the meeting.

RADIO BROADCAST.

THE LOCAL PROGRAMMES FOR THE WEEK-END.

To-day's wireless programme, broadcast by Z.B.W. on 850 metres, 11.00-11.30 a.m. Commercial news, share reports etc. in Chinese and English.

12.00-1.00 p.m. Demonstration programme, (Chinese and European records). For use of the radio dealers.

1.48 p.m. Weather report.

7.48 p.m. Evening weather report.

9.00-10.30 p.m. Evening general programme, (Parlophon Records supplied through the courtesy of Messrs. Canton Trading Association).

"Picador," (Horatio Nicholls).

One-step, "My Raggedy Rose," (Austin Egan); Blues.

Dance music. Kapello, Merton.

9.20 p.m. "A Small Cup of Tea," Tango.

"Take this Bouquet Forget-Me-Not," Foxtrot.

Barnabas and Greasy Orchestra. Dance music.

9.45 p.m. "Spring Serenade,"

"The Letter of Bianca,"

Edith Lorand Orchestra. Dance music.

10.10 p.m. "Kissing is No Sin,"

"Vienna Town of My Dreams,"

Hans Clemens with Orchestra.

10.30 p.m. Evening programme of Chinese music, (Records supplied through the courtesy of Messrs. Canton Trading Association, Ltd.).

11.30 p.m. Close down.

To-morrow's Programme.

The following programme will be broadcast to-morrow:

10.55 a.m. Relay from the Union Church, Kennedy Road.

Prayer—Rev. F. C. Young.

Voluntary.

Lord's Prayer.

Hymn "Come Thou long expected Jesus."

The Lesson.

Children's Story.

Hymn "Gentle Jesus, meek and mild."

Voluntary.

Hymn "Lord, hear the right attend my cry."

Sermon. Preacher: Rev. F. C. Young.

Hymn "Dear Lord and Father of Mankind."

Benediction.

At end of relay. Programme of Chinese music until 1 p.m. (Records supplied through the courtesy of Messrs. Tak Shing Co.).

1.48 p.m. Weather report.

7.48 p.m. Evening weather report.

9 p.m. Evening general programme, (Victor and H. M. V. Records supplied through the courtesy of Messrs. S. Moutrie and Co., Ltd.).

"Jesus, Lover of My Soul."

"Eternal Father, Strong to Save."

"Lyrical Suite," (Grieg, Op. 54).

1. Shepherd Boy.

2. Norwegian Rustic March.

3. Nocturne.

4. March of the Dwarfs.

Royal Albert Hall Orchestra.

"Messiah—Hallelujah Chorus."

Glenn from "Twelfth Mass,"

(Mozart).

Trinity Choir.

"Blossoms of Oranges,"

(Mascagni).

"Let Us Sing Our Lord's

Wonderful Story."

Metropolitan Opera Choir.

"Prayer of Thanksgiving."

"Swing Low Sweet Chariot."

Associated Glee Clubs of America.

"The Gipsy Baron," (Strauss).

Ferdinand Knauffman and His Orchestra.

"Suite," (Dohnanyi, Op. 19).

Frederick Stock and Chicago Symphony Orchestra.

"I Waited for the Lord."

"O Come, Everyone That

Thirsteth."

Choir of the Temple Church,

London.

10.30 p.m. Close down.

RACE MEETING.

ENTRIES FOR THE SIXTH EXTRA.

Of the eight events on the card for the sixth extra meeting of the Hongkong Jockey Club, no less than six are handicaps. The Handicappers have now completed their work and allotted weights as follows:

Jordan Handicap "A" Class—6 Furlongs: One Third 160 lbs. Huntington 152, San Francisco 155, Fifty Fifty 152, Young Pretender 162, City Hill 157, O-Moon 160, Buster 143, Lightning 148, Little Thunder 148, Target 148, Hiawatha 163, Samaritan 150, Duke of Chantilly 163, Monterey Bay 155, Our Prince 150, Heir Apparent 158, Triumphant Stag 155.

Jordan Handicap "B" Class—6 Furlongs: Skinfaxi 157 lbs., Nookhail 155, The Apo 155, Eril's Isle 161, Duke of Melrose 153, King's Falloch 150, Loch Etive 148, Summing 153, Glory 157, Ace of Spades 160, Erat-while 148, Flying Stag 146, Mount Elburz 147, Taran 142, Monk 154, Cream Cracker 159, The Jamaica 150, Aristophanes 149, Delaware Bay 143, Peck 158, Thunderbolt 160, Loch Aish 155, U Un II 142.

Jordan Handicap "C" Class—6 Furlongs: Statnam 160 lbs., Duke of Normandy II 163, As You Like It 165, Armony 162, Duke of Niblung 158, Fanling Stag 165, Zephyr 165, The Ptarmigan 151, Kom Tong 141, 160, Cavalier 150, Rummy 158, False Alarm 143, Inca 158, The Jungle Book 154, Amusement Tax 153, Duke of Milan 155, Desert Wind 160, Merry Lad 155, Fair Eyes 152, Sunshine 150, Jordan Handicap "D" Class—6 Furlongs: Mountain Air 155, White Jade 145, Tornado 155, Kum On 152, Pumpkin 150, Bronze Idol 160, Bowden 145, Ploughman 147, Dark Eyes 160, Sopron 150, Half Pint 150, Sunny Day 150, Sunloch 145, Chicot 153, Siang River 150, Papaya 157.

Miles: O-Moon 160 lbs., Little Thunder 148, Hiawatha 163, Samaritan 150, Rose Hall 151, Duke of Chantilly 153, Monterey Bay 155, One Third 160, Fifty Fifty 152, Heir Apparent 158, Young Pretender 162, Triumphant Stag 155, Duke of Melrose 153, Delaware Bay 148, Eril's Isle 146, Peck 143.

Nathan Handicap "A" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "B" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "C" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "D" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "E" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "F" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "G" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "H" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "I" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "J" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "K" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "L" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "M" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "N" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "O" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "P" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "Q" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "R" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "S" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "T" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "U" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "V" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "W" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "X" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "Y" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "Z" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "AA" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

Nathan Handicap "AB" Class—1 1/4 Miles: Sunning 155, Statnam 140, The Jamaica 150, Duke of Niblung 140, As You Like It 145, Aristophanes 148, Duke of Normandy II 143, Monk 164, Fanling Stag 145, Nookhail 156, Skinfaxi 157, Loch Aish 155, Loch Etive 148, U Un II 142, King's Falloch 150, Nara Sing 144.

CONSIGNEES' NOTICES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship,

"BENGLOE"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th October will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 25th October or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th October at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by,

GIBB, LIVINGSTON & CO. LTD., Agents.

Hongkong, 4th October, 1929.

DAYLIGHT ROBBERY.

FOKI ATTACKED INSIDE DAVID HOUSE.

A daring robbery perpetrated in David House yesterday afternoon by two unarmed men, whose only weapon—if it could be called such—was a box of pepper, was reported to the Police yesterday by a foki of the Kwong Tai Shop, No. 9 Hing Lung Street.

After temporarily blinding their victim with pepper, the two robbers knocked him down and, going through his pockets, made good their escape with \$632.98 before help could be summoned.

In his report, Wan Tak, the foki, stated that the money was given him yesterday afternoon about 4 o'clock by the master of the shop, to pay two firms; \$459.07 being due to Connel Bros. of David House and the balance \$173.91—to Himly and Co. of No. 3, Connaught Road Central.

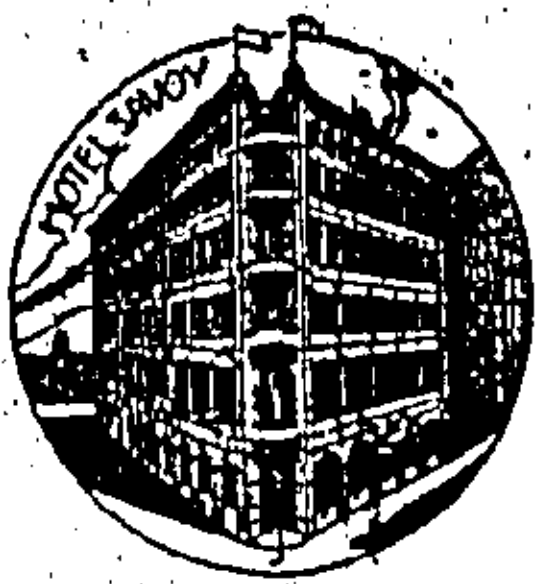
He went to David House first, and on the fifth floor was accosted by two men, who

THE HONGKONG
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HONGKONG HOTEL: REPULSE BAY HOTEL:
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Mrs. J. H. Oxberry,
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After dinner
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Tuesday, Thursday
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THE EUROPE HOTEL LTD.

Arthur E. Odell, Managing-Director.

RUNNYMEDE HOTEL LTD.—PENANG

(Incorporated in the Straits Settlements.)

LARGEST BALLROOM IN THE STRAITS.

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Hot and Cold Running Water:
Highest Quality Catering.

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HONGKONG.

GERMAN FOREIGN MINISTER.

FRIEND OF DR. STRESEMANN
TO SUCCEED.

NO CHANGE OF POLICY.

Berlin, Oct. 4.

Dr. Julius Curtius, the Minister of National Economy, has been appointed acting Foreign Minister.

The appointment is not surprising, though the political career of Dr. Curtius is comparatively short. He was engaged in scientific work at Heidelberg before the war, served at the front during the war as a captain in the Artillery, afterwards returning to Heidelberg where he did much writing, and began to take part in politics as a member of the right wing of the German People's party, of which the late Dr. Stresemann was the leader.

He was elected to the Reichstag for the first time in 1920, became a member of the executive of the People's Party in 1924, and conducted negotiations with the Nationalists which led to the split among the latter in the voting on the Dawes Plan. Curtius was always a keen supporter of the policies of Dr. Stresemann.

His first Cabinet appointment was Economics Minister in the Luther Cabinet 1928. He complained in March of that year that England was upsetting the commercial treaty by new duties, and hinted at commercial retaliation.

He was spoken of as possible Chancellor the early part of 1927. —*Reuter, and I.B.S.*

KWANGSI MENACE NOW ENDED.

(Continued from Page 1.)

"Ironside" troops. General Liu Woon-yim commands some 20,000 troops in Wuchow and vicinity and his loyalty to Nanking will, no doubt, considerably strengthen the position here in Canton.

General Yang Tang-hui has issued a circular telegram in which he pointed out the desire of General Yu Tsao-pei, the dismissed Kwangsi Government, to establish a Communist Government in Kwangsi by refusing to disband his large number of superfluous troops. General Yang pledges his loyalty to the Central Government, adding that he is prepared to call on his troops to follow the Cantonese leaders in war on the Communist elements in Kwangsi. He also asserts that General Li Ming-shui, his colleague in the Kwangsi Army, has been many years in the Nationalist Army and therefore it is most likely that he too will soon turn against Yu Tsao-pei.

Nanking "Not Perturbed."

Shanghai, Oct. 4. Reuter understands that the National Government is not perturbed at Chang Kai-shek's revolt.

It appears that the latter is slowly proceeding towards Kwangsi, where he hopes to join up with certain malcontents, but there has been very little fighting, and reports of serious Government reverses are groundless.

Hitherto there is no sign that Feng Yuxiang intends throwing in his lot with the rebels. On the contrary, the arrival recently at Nanking of Liu Yu-fen, the Governor of Kansu, and other leading Kuomintangites, and their friendly conferences with Chang Kai-shek, is regarded as an indication that Feng has no intention of attacking the Government.

It is understood that the Government considers the measures taken at Canton are adequate to meet any attack from Kwangsi, particularly as the Kwangsi Generals give indications of quarrelling among themselves.

It is emphasised that the "Iron-sides" and the so-called re-organisations, who are rebelling against the National Government, are all Leftists, and practically Communists. —*Reuter.*

STERLING BILLS INTEREST.

RATE TO BE INCREASED
VERY SOON.

The Hongkong and Shanghai Banking Corporation has issued a circular stating that the rate of interest for sterling advances made against Bills from Europe on the East is to be raised from 7% to 7½% from and after 18th. October.

The rate of 7½% will also be charged on all past due sterling bills from and after this date.

Sterling bills already renewed at the rate of 7% will bear interest at this rate until due dates, but if further renewed from and after the 18th. October, the rate of interest charged will be 7½% from date of such renewals.

CANON CITY GAOL OUTBREAK.

THE RINGLEADERS COMMIT
SUICIDE.

A TERRIBLE AFFAIR.

Canon City, Oct. 4.

After a vicious battle this afternoon, in the course of which the convicts set fire to four prison buildings, the mutineers were driven back and overwhelmed by National Guards, police and armed civilians. They are now making a last stand in the cell house.

At least eleven people have been killed, but the extent of the convicts' losses cannot yet be discovered.

Seven of the captured warders were shot, and their bodies thrown over the wall, one being shot every time the convicts' demand for freedom was rejected. One of two warders who were released carried an ultimatum, the other being sent in charge of a colleague's body, with the convicts' threats to kill all the remaining captives, and also to commit suicide themselves, unless motor-cars with supplies were left for them at the prison gate. —*Reuter's American Service.*

Later.

The prison battle has finished. One of the captive warders was allowed to come out with hindrance. He states that the ringleaders of the outbreak shot themselves early in the morning. —*Reuter's American Service.*

THE BID FOR AMITY WITH SOVIET.

(Continued from Page 1.)

early at the beginning of the next session.

Immediately after this question shall have been discussed in Parliament, each of the two Governments will take the usual steps for the appointment of their respective Ambassadors.

The agreement was signed by Mr. Henderson and M. Dovgalevsky in London on October 3rd.

The Propaganda Clause.

Article 16 relating to propaganda, contained in the 1924 treaty between Great Britain and the Soviet, is as follows: "The contracting parties solemnly affirm their desire and intention to live in peace and amity, with each other, scrupulously to respect the undoubted right of a State to order its own life within its own jurisdiction in its own way, to refrain and to restrain all persons and organisations under their direct or indirect control, including financial assistance from them, from any act, overt or covert, liable in any way whatsoever to endanger the tranquillity or the prosperity of any part of the territory of the British Empire or the Union of Soviet Socialist Republics, or intended to embitter the relations of the British Empire or the Union with their neighbours or any other countries." —*British Wireless.*

"FLEETWING."

A STORY OF PASSIONS AND
HATREDS.

Picture an encampment of Arabs set in the midst of a sweet-smelling oasis, surrounded by gently swaying palms. The only well is a gathering place for chattering wives. The burning sun beats down pitilessly. A sudden hush. Fingers pointing. The arrival of a haggard, sorely tried horse, carrying the weary forms of a young sheik and his bride. Instead of salutations, the young bride of a few hours is rudely torn from his grasp and offered to the highest bidder.

Thus we have the opening scenes of "Fleetwing," a love story of passions and hatreds now showing at the Majestic Theatre, Kowloon. There is action that stirs the emotions in this exotic story of the Orient.

TENDERS ACCEPTED.

OVER \$123,000 FOR NEW
MOTOR ROAD.

The acceptance of the following tenders is notified in the Government Gazette:

Messrs. Sang Lee & Co., \$123,299.85 for the construction of a new 20 ft. motor road from Garden Road to May Road.
Messrs. Young Fat & Co., \$3,395 for new cookhouse and quarters, Victoria Gaol.

VISITING THE KING.

London, Oct. 4.

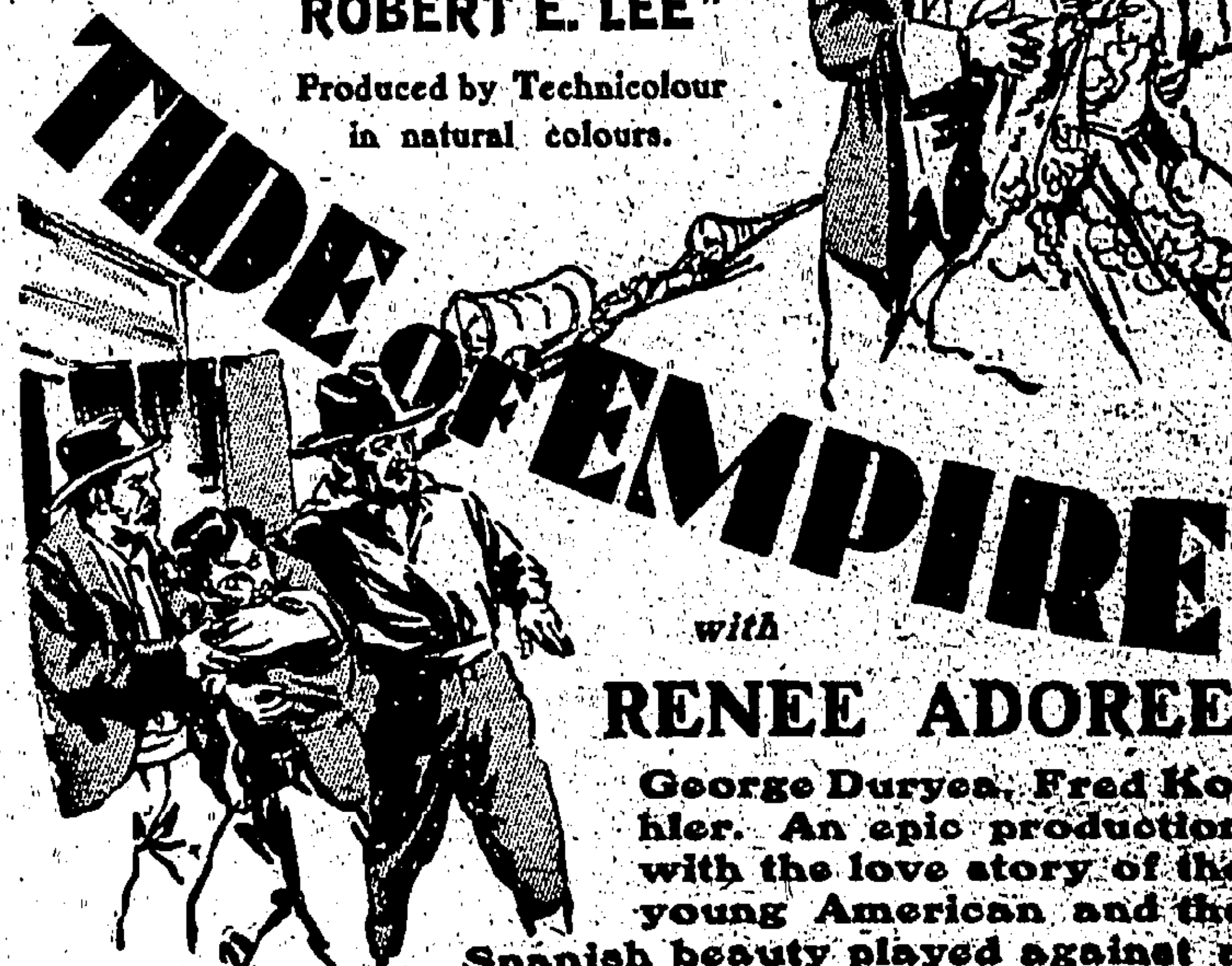
Mr. J. H. Thomas and Mrs. Thomas left London to-day for Sandringham, on a visit to H. M. the King. —*British Wireless.*

ADDED ATTRACTION!

PETER B.
KYNE'S

"THE HEART
of GENERAL
ROBERT E. LEE"

Produced by Technicolour
in natural colours.



with
RENEE ADOREE

George Duryea, Fred Kohler. An epic production with the love story of the young American and the Spanish beauty played against a narrative of unusual thrills and magnificence.

A
Cosmopolitan
Production

AT THE

QUEEN'S

FINAL SHOWINGS TO-DAY

At 2.30, 5.10, 7.15 & 9.20.

CHINESE EASTERN RAILWAY.

RUSSIAN INTEREST MAY BE
BOUGHT OUT.

NEGOTIATION DELAY.

Peking, Oct. 4.

Mr. Chou Lung-kuan, Chief of the Asiatic Bureau of the Ministry for Foreign Affairs, interviewed whilst en route to Mukden, where he is going to discuss the Chinese Eastern Railway controversy, indicated that when the Sino-Russian negotiations began, China would seek to arrange to buy out the Russian interest in the Railway.

Replying to a query as to whether the appointment of a new Manager of the Railway by Russia was an important matter, Mr. Chou stated that China had insisted that this matter should await the opening of negotiations.

When the negotiations had started, China would propose a method for taking back the Railway and if agreed upon, the appointment of new officials by Russia would not arise.

Mr. Chou added that the delay in the opening of negotiations did not adversely affect China, as the Railway was in her hands at present, and she was operating it. —*Reuter.*

"AND SO TO BED."

A.D.C.'S FIRST PRODUCTION
OF SEASON.

For their first production of the season, the Hongkong Amateur Dramatic Club have selected James Bernard Fagan's delightful play "And So To Bed," which depicts a day in the life of the great diarist, Mr. Pepys. The author has explained that the day in question is not actually described in the Diary and that it is entirely imaginary. He calls his work a comedy, but there are so many amusing situations that it might almost have been described as a farce—and costume farces are rare.

The cast will be headed by two old favourites in the persons of Mr. W. A. Hannibal and Mr. Grossman, who will play the parts of "Samuel Pepys" and "My wife, poor wretch." The important role of "Charles II" has been allotted to Mr. R. A. Green, whose charming baritone voice has often delighted Hongkong audiences, but he will be making his first appearance in a "straight" part. An excellent supporting cast has been secured.

The first performance will take place in Saturday, 16th November, and the play will be repeated for four nights and possibly one matinee during the following week.

One night in the cells of the Police Station pending his appearance before the Magistrate on a charge of riding a bicycle without a light was considered sufficient punishment for a Chinese who was charged before Mr. T. S. Whyte Smith at the Kowloon Magistracy this morning.

THE ANCIENT MARINER



AT THE

WORLD

FINAL SHOWINGS TO-DAY

Continuous Performance
From 1.15 to 11.15.

PUT IT THERE, Baby!



If you're not afraid of
laughing out loud, see this
rollicking riot of rib-tick-
ling romance!

**A SAILOR'S
SWEETHEART**

with
FAZENDA and COOK

MYRNA LOY—William Demarest—John Miljan

AT THE

STAR

FINAL SHOWINGS TO-DAY

At 2.30, 5.30 and 9.20.

THE LIFE SAVING SOCIETY.

MORE AWARDS FOR LOCAL
SERVICE MEN.

An examination was held at North Point on Monday last for Proficiency Certificates and Bronze Medallions of the Royal Life Saving Society.

The class, presented by their instructor, Cpl. Branch, of the K.O.S.B., did full justice to their instructor. The various tests were carried out in a very fine manner,

and all the candidates proved themselves fully capable of saving life under difficult circumstances.

The following recommendations have been made for awards:—Bronze Medallions and Proficiency Certificates, Armt./Q.M.S.—Grossman, R.A.O.C., Armt./Staff/Sgt. Bliss, R.A.O.C., Pte. McKenna, Pte. Cuthbert, Pte. Utteridge, 2/K.O.S.B. Hon. Instructor's Certificate to Corporal Branch, 2/K.O.S.B.

This brings the number of K.O.S.B. passes to well over 40, and it is hoped that many more of the Servicemen in the Colony will become candidates for these awards.